

ARMY

GAZETTE OF THE
REGULAR



NAVY

AND VOLUNTEER
FORCES.

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THE CAMPAIGN IN THE CAROLINAS.

FTER being so many weeks without any direct communication with the North, SHERMAN'S gallant Army at length appeared at Laurel Hill. This is a small town in Richmond County, North Carolina, about thirty-five miles southwest of Fayetteville, and on the direct road between Cheraw and Fayetteville, which latter point he reached on the 11th. From Laurel Hill, on the 8th of March, as if in specific response to the cant phrase which has so long been going about the streets—"How are you SHERMAN"—his dispatch responds, "We are all well, and have 'done finely.' The cheery tone of this message reminds one of the first direct news which came from the same Army on its march to Savannah, and promises to be followed soon by as gratifying a series of details. The absurd stories set afloat recently of SHERMAN'S being defeated and "driven towards 'Charleston,'" are shown to be utterly baseless.

SHERMAN'S march has been rather slower than is customary for him, though we should consider it rapid for most commanders. The enemy's papers say that our Army left Columbia on the night of the 20th of February; that our troops did very little damage to private property; that nearly 50 of our troops were killed and wounded while moving ammunition from the arsenal magazine; that about 400 of the citizens of Columbia, mostly foreigners, left the place with our troops; that SHERMAN'S departure was quiet, and without demonstration of any kind, and so absolutely secret that the soldiers themselves did not know their destination. SHERMAN left about 500 beef cattle for the support of the citizens. The *South Carolinian* says there was some pillaging by our advance guard, but "was done principally before the arrival of the main Army, and was not authorized or 'permitted.'" After SHERMAN'S evacuation, a correspondent of the Richmond *Whig* wrote to that paper the following particulars:—

Sherman's advance on Columbia was unexpected. Sudden and surprising, it found all unprepared for the events which followed, and few cool enough in the crisis to yield to any other than the bent of the first impulse. Orangeburg and Kingville were supposed to be the highest points northward on that line at which SHERMAN would strike. The people who planned his campaign thought from thence he would branch off towards Cheraw and Fayetteville, leaving Columbia untouched. Four days dispelled the illusion. Our troops fell back until the sound of cannon reverberated through the city. Then public officers for the first time began to think of removing the Government stores. The instructions from Richmond had left many of them no other discretion. Hurry, excitement and some confusion became the order of the day. Everybody, public and private, wanted a car. The time was too brief, however, to do all, and hundreds of thousands of dollars' worth of public and private property remained in and about the dépôt, as a prey to the Yankee torch and pilferer. The worst feature of the entire scene occurred on the day of which I write. A party of WHEELER'S cavalry, accompanied by their officers, dashed into town, tied their horses, and as systematically as if they had been bred to the business, proceeded to break into the stores along Main-street, and rob them of their contents. Under these circumstances you may well imagine that our people would rather see the Yankees or old Satan himself than a party of the aforesaid WHEELER'S cavalry. The barbarities committed by some of them are represented to be frightful, "life, liberty and the pursuit of happiness" being perfectly incompatible with their presence. Common rumor says that SHERMAN'S treatment of citizens and private property was uniformly lenient and conciliatory.

The Augusta *Constitutionalist* states that Lexington Court-House was burned, and only a dozen or two houses left standing. All the post-offices lost their mails. There were about thirty-five miles of railroad stock, making nearly three thousand engines and cars belonging to every five-foot gauge in the Confederacy, accumulated about Charlotte, the gauge changes there preventing them from going further. All were heavily loaded with stores. For the want of wood and water at the different stations, they could not be moved between Chester and Charlotte.

From Columbia SHERMAN marched to Cheraw, the terminus of the Cheraw and Darlington Railroad. Up to that point nothing but cavalry skirmishes took place, though WADE HAMPTON'S force was constantly on SHERMAN'S flank. The Army rested at Cheraw several days, and thence crossed into North Carolina. The enemy gives no account of SHERMAN'S progress to Cheraw, except that he said a skirmish occurred on the third of March, at a locality not mentioned, between KILPATRICK and HAMPTON, in which the latter lost Colonel AIKEN, killed, and Major BARKER, wounded. On the 8th of March the Richmond *Whig* made a startling announcement. It said: "SHERMAN is played out. In a few days our readers will hear where SHERMAN is, and what has befallen him. Let everybody be patient. SHERMAN'S opportunity to establish a military reputation has fled, and we will soon hear of his discomfiture and disgrace." By a happy coincidence, on this very March 8th, SHERMAN reached Laurel Hill, and, sure enough, "in a few days," the *Whig's* readers did hear "where SHERMAN is, and what has befallen him."

On the 10th LEE sent a dispatch, asserting that HAMPTON attacked KILPATRICK at daylight that morning, and drove him from the camp, taking his guns, wagons, many horses, several hundred prisoners, and, he adds, "relieving a great number of our men who had been captured. The guns and wagons could not be brought off for want of horses. Many of the enemy were killed and wounded. Our loss is not heavy. Lieutenant-Colonel J. S. KING was killed. Brigadier-General HUME, Colonels KAGAN and MORRISON, and Majors DAVIS and FERGUSON, and others, were wounded." The locality of this fight is suppressed, but it must have been between Laurel Hill and Fayetteville. This skirmish was not in any measure of importance, for it had no effect whatever on SHERMAN'S march. The speed with which HAMPTON withdrew from the field is shown by the fact of his leaving all his spoils. The proportion of officers enumerated among the losses, besides the "others," show that the enemy paid something for his experiment, though it seems, if we give due credit to the well-known moderation of LEE'S dispatches, to have been successful.

On the 11th, the same two scouts who carried to the seacoast near Savannah, the news of SHERMAN'S approach, conveyed similar welcome tidings to Wilmington. They announced that SHERMAN crossed the Great Pee Dee River at Cheraw, on the 4th. The town was surrounded with slight works, and a show of defence made. But SHERMAN'S advance, dashing in at the run, as usual, from all sides, swept away the enemy without giving him time to form. Seventeen guns were captured in the town, and four more, abandoned, were taken next day on the opposite bank of the river. On the 5th, SHERMAN started for Laurel Hill, which, as we have said, he reached on the 8th. Thence he moved by the turnpike road on Fayetteville, a distance of about thirty-

five miles, reaching it, probably on the 11th. On the latter day, boats left Wilmington, prepared to remove the obstructions in Cape Fear River, caused by the enemy's sinking his iron-clad *Chickamauga* in the channel about forty miles above the city. Several days previous, the *Evelyn* went up the river, but could not get by this obstruction. Fayetteville is on the Cape Fear River, which is navigable to that point for light-draught boats. At Fayetteville, arms and munitions have been manufactured by the enemy in large quantities. The scouts report that BUTLER'S cavalry division of HAMPTON'S corps, are the only opponents SHERMAN has met, and that his men are in the finest condition, with abundance of supplies. The quartermasters need only to issue rations of coffee and sugar; foraging supplies the rest.

THE BATTLE OF KINSTON.

While SHERMAN has been marching across North Carolina, the column from Newbern has advanced "to meet him half way," if possible, and has encountered the enemy's troops in great force. The movements from Newbern, indeed, have been amongst the most interesting and important of the week. On the 25th, General PALMER, then commanding the Newbern District, left Wilmington for Beaufort, having received instructions from General SCHOFIELD at the former point for a march against Kinston. This latter point is on the Atlantic and North Carolina Railroad, 32 miles distant from Newbern, and 22 from Goldsboro', though the distance is at least a fourth greater by road. The difficult morasses known as Dover Swamp and Gum Swamp lie between Kinston and Newbern, extending for a distance of about 20 miles. Through these are narrow roads, never of the best, and, at this season, after the recent rains, very miry and impracticable. On these roads, the enemy had felled trees for miles; and he had removed the log bridges which cross the creeks in the swamps. The object of our advance was to build the railroad up to Kinston, in order to carry thither a sufficient quantity of supplies for an advance on Goldsboro'. The Neuse River being easily blockaded by batteries, and not navigable for heavy gunboats, little reliance could be placed on the Navy for the attack on Kinston, or the transportation of supplies. Our readers will remember our reporting, some time since, the arrival at Newbern of materials for railroad construction.

But the enemy had determined to defend Goldsboro', and, of course, to make his first stand at Kinston, as the outpost of Goldsboro'. To Kinston, therefore, BRAGG sent a large part of the forces he had left under HOKE near Wilmington, and received, also, it is conjectured, some reinforcements from JOHNSTON or LEE. By the 8th or 10th of March, he is supposed to have accumulated between 10,000 and 15,000 troops at Kinston. On the 6th, General Cox, who had come up from Wilmington to Newbern, and assumed command, commenced his forward movement. SAVAGE'S Twelfth New York cavalry, our advance, was occupied all that day and night, and the next day, in cutting through the numerous obstructions placed by the enemy in the roads. They moved out on the Trent Road, and protected the pioneers and construction detail, who removed the felled trees and rebuilt the bridges. On the same evening, Captain GRAHAM had a slight skirmish with a cavalry outpost in Gum Swamp. The next morning, the 7th, a small body of Colonel CLASSEN'S command occupied the point where the Dover and Jackson Roads, so called, meet the Trent Road from Newbern. They charged

the enemy's skirmishers and drove them across Southwest Creek, to the shelter of their works at Jackson's Mills, four miles and a half from Kinston. A section of artillery got to work upon these entrenchments, from the Trent Road, about noon, and meanwhile Lieutenant WOOD, of the Third New York artillery, having placed his guns in position, near the railroad, on the east side of Southwest Creek, opened fire upon the enemy's works opposite. These works are upon the same stream with those at Jackson's Mills, and to the northward of them. The enemy replied, and the firing continued from both sides with more or less intermission during the day. CLASSEN'S detachment and the Ninth New Jersey supported our artillery during the firing, and, towards night, the latter were relieved by UPHAM'S brigade. During the night the skirmishers of the Fifteenth Connecticut were pushed forward to within one hundred yards of the Rebel works.

On the morning of Wednesday, the 8th, there was little excitement, the firing being very light on both sides during most of the forenoon. During the forenoon, intelligence arrived that a movement was in progress with a view to turning the left of our line. To meet it Colonel UPHAM ordered the Twenty-seventh Massachusetts into the woods south of the road, and had them formed in line of battle, facing nearly south. The left of our line was now held by CARTER'S Second division, and the right by L. N. PALMER'S First division. About 11½ o'clock, HOKE'S division, having gained our left and rear, fell upon CARTER'S division in great force. The Twenty-seventh Massachusetts resisted the sudden shock with admirable gallantry, the enemy confessing we "disputed the ground obstinately." The Fifteenth Connecticut as handsomely followed their example. But the enemy, pressing in on all sides with great force, completely surrounded and swept off the greater part of both regiments, the former numbering about 200 men, and the latter about 1,200 or 1,300, including some fragments of other regiments then with them. A simultaneous demonstration on the front of both the First and Second divisions completed the repulse of our troops. Portions of three or four companies of the Twelfth New York cavalry were captured. Our total loss in this contest was three guns and about 1,500 men. The enemy swept the field, and forced our troops back a few miles, when a halt was made, and the line re-established. This is the affair of which General LEE gave next day the following account:—

"General BRAGG reports that he attacked the enemy yesterday four miles in front of Kinston, N. C., and drove him from his position. He disputed the ground obstinately, and took a new line three miles from his first. We captured three pieces of artillery and fifteen hundred prisoners. The number of the enemy's dead and wounded left on the field is large; ours comparatively small. The troops behaved most handsomely, and Major-Generals HILL and HOKE exhibited their accustomed zeal and gallantry."

About two hours after this affair, Colonel SAVAGE made a cavalry reconnaissance towards the enemy's rear, and captured sixty-five men, five ambulances and a surgeon. Soon after, the enemy felt our new position, attacking PALMER'S division on the right, but was quickly repulsed. The loss in killed and wounded was not very large on either side during the day, our own being said to be less than a hundred. A little skirmish on our left took place during the afternoon. Our new line extended still in front of Jackson's Creek, where the enemy was posted at Jackson's Mills, but was drawn farther back for consolidation. There being a gap between PALMER'S First division on the right, and CARTER'S Second, on the left, it was occupied by RUGER'S Third division, which had taken no part in the battle, but about 3 o'clock marched up from the rear. MALLOY'S (First) brigade of CARTER'S division skirmished a little in advance, and with that the day closed. Correspondents state that many of our troops were really fragmentary portions of a large number of regiments from different States, many of them being without officers of their own, some of them being convalescents, others new recruits, and all of them but little disciplined under their new organization. They were a part of the provisional division which General MEAGHER was to have commanded, but which was put into the divisions of CARTER and PALMER, principally into the former's. The Eastern regiments

chiefly form a part of the permanent forces in North Carolina.

On Thursday, the 9th, there was lively skirmishing on both sides all day and evening, without, however, any decisive result. The early morning of the 10th opened in the same manner, till the enemy began to attack in a bold and determined manner. He had been reinforced, it is said, by S. D. LEE'S corps, and a portion of it, from HOOD'S old army, and, fearless COUCH'S division of the Twenty-fifth corps, from Wilmington, which was on the way, should reinforce SCHOFIELD, he attacked the latter in two or three desperate assaults, on the 10th. Our forces were well entrenched at Y fork or Y's fork (from which SCHOFIELD'S dispatch is dated), the junction of the Trent and Upper Trent Roads. HOKE first attacked our left, including chiefly CARTER'S Second division, and MCQUEEN'S brigade of RUGER'S division, Twenty-third corps. His second assault fell upon the latter division, which held the centre. BRAGG, HILL and HOKE were all on the field, on the enemy's side, while SCHOFIELD and COX were both present on our own. The enemy's attacks were very fierce, but they were decisively repulsed, with heavy loss. His dead and badly wounded were left upon the field, and several hundred prisoners were captured. Our own loss is said not to have been over 500 men, while that of the enemy is conjectured to be near 2,000. We took prisoners from both S. D. LEE'S and STUART'S corps of HOOD'S old army. They said those two corps were at Kinston, and that the rest of JOHNSTON'S army is on the way. But the enemy appears to have had very few cavalry in his force. Correspondents add that the prisoners were mostly Georgians and South and North Carolinians, were well dressed and had with them duplicates of jackets, shirts, shoes and personal outfit generally, including good knapsacks, canteens, &c. They were generally robust young men, of eighteen or twenty years of age.

The decisive repulse of BRAGG on the 10th, and the arrival of COUCH'S division, on the morning of the 11th, forced the former to retreat on the latter day across the Neuse to Kinston, where he still held for a time the North bank of the river. He burned the bridge which his iron-clad ram *Neuse* had been stationed to protect. On the 11th, a dispatch from SCHOFIELD'S headquarters said that we still held our own before Kinston, that the field of battle was very extensive, with a long skirmish line on both sides, and sharp manoeuvring going on. On the 12th, SCHOFIELD wrote from Newbern that, in the affair at Southwest Creek, already described by us, BRAGG was fairly beaten. On the 15th, the Navy Department received advices that General SCHOFIELD occupied Kinston, North Carolina, on the 13th instant, General BRAGG and his army retreating. The ram *Neuse* was destroyed by the enemy. Our forces have already reconstructed the bridge across the Neuse, and have built the railroad up to Kinston. The enemy has fallen back toward Goldsboro'.

THE CAMPAIGN IN VIRGINIA.

The great forward movement expected from GRANT'S Army has not yet taken place; but since victory has crowned our arms everywhere else, we shall do well not to be impatient about a demonstration around Pittsburgh. Meanwhile SHERIDAN'S extensive cavalry raid has continued to absorb the chief interest of the campaign in Virginia, and to bring back once more a share of the popular attention which has so long been fixed on the Carolinas, to the battle-field in Virginia. The dispatch concerning the breaking of the James River Canal, which recalls the same general's former lively dispatches—sometimes called, not without point, "SHERIDAN'S own"—shows that this raid has been already attended with valuable fruits. The dispatch, though a little incoherent and not entirely consecutive in its statement, evidently comes from a man who has been hard at work, and has accomplished a great deal in a short time. SHERIDAN can, undoubtedly, with the large force at his command, and with the movements in North Carolina distracting the enemy, cut the Danville and Lynchburgh Railroads at Burksville Junction. And the cutting of those railroads would make this cavalry raid the most directly useful one in the whole war. We will give a sketch of the movement.

On the morning of the 27th, SHERIDAN left his

cavalry camp at Winchester, with MERRITT'S First division, CUSTER'S Third, and one brigade of the Second, under CAPHART, and four guns. The rains of the few days previous had made the roads very bad, and the rivers were much swollen. The command was destined to have a continuance of the unfavorable weather under which it started. SHERIDAN reverts to the fact three times in his dispatch. First, he says:—"The weather was horrible beyond description and the rain incessant." Again he repeats:—"The weather has been very bad indeed, raining hard every day, with the exception of four days, since we started. My wagons have, from the state of the roads, detained me." And, finally, he says his troops "have waded through mud and water during this continuous rain, and are all in fine spirits and health." When it is reflected how often the weather and the roads have formed the real or pretended reason for the delay or defeat of military movements, even when far less distance was traversed than SHERIDAN accomplished, the latter's well known energy will be appreciated.

The troops marched up the turnpike, which was in good condition, being macadamized, and passed successively through Kernstown, Middletown, Strasburg and Woodstock, crossing the streams in their way without opposition. The column bivouacked at Woodstock, having accomplished 30 miles on the first day's march. On the second day, like the first, SHERIDAN encountered no opposition. From Woodstock he marched through Edenburgh to Hawkinsburgh, and crossed the north fork of the Shenandoah on a pontoon bridge between Mount Jackson and New-Market. Nine men of CUSTER'S division were drowned while crossing. The troops bivouacked at Lincoln's Mills, between New-Market and Harrisonburgh, after a march of 27 miles, and the passage of several streams. On the third day, March 1st, the column reached and left successively Harrisonburgh, Mount Crawford, and Mount Sidney, crossed Middle River nine miles distant from Staunton, and camped four miles from the latter town, having marched 26 miles.

At Staunton, up to this time, EARLY had had his headquarters. He was well informed of our movements, it should seem, because, on the day before our entrance into Staunton he notified the people to remove their property, as SHERIDAN would march to the place, and could not be prevented from seizing it by the Confederate forces. Large sums of money and other property were hurried out of town in response to this suggestion. Our only skirmishing up to this time had been at a point near the North River and Mount Crawford. There CAPHART'S brigade had a short contest with some cavalry of ROSSER'S division, who were trying to burn the bridge. The bridge was saved and thirty-seven and twenty-one wagons captured, with a loss of only six men in the skirmish. Up to this time, the weather had been good, allowing eighty-five miles of the route to be easily accomplished. About nine o'clock on the night of the 1st, while the troops were encamped outside of Staunton, DEVIN'S brigade of MERRITT'S division moved out to Staunton, drove the enemy's pickets through the town, and occupied it without opposition. DEVIN then turned to the left, marching easterly on the road towards Rockfish Gap, and destroyed a trestle-bridge on the Virginia Central Railroad at Christian's Creek, seven miles distant.

On the fourth day, March 2d, the rain, which had begun the previous night, came down heavily. The column, however, moved through Staunton towards Waynesboro', thirteen miles distant. At Fisherville, eight miles from Staunton and five from Waynesboro', on the direct road, CUSTER'S division, in advance, encountered the enemy's videttes, and drove them back to Waynesboro'. Pressing on to the latter point, CUSTER halted, and in a reconnaissance discovered the enemy was in a position on some ridges along South River, with five guns. CUSTER placed PENNINGTON'S brigade on the right and WELLS'S on the left, with CAPHART in reserve. The two advance regiments of the first-named brigades deployed as skirmishers, and advanced, firing briskly. To the astonishment of everybody, the entire line of the enemy broke, after firing a single volley. Our men quickly rushed upon and surrounded them, cutting off nearly the whole of EARLY'S command, and capturing 87 officers, 1,165 enlisted men, 13 flags, 5 cannon, over 100 horses and mules, and about 100 wagons and ambulances of various sorts. Amongst the captured officers were Colonel ORR,

chief of artillery on EARLY'S staff, and Colonel VOSBURG, commanding brigade. EARLY escaped to Charlottesville, and avoided the fate he had visited on CROOK and KELLY. His personal baggage was captured.

On the breaking of the enemy, all three of CUSTER's brigades briskly pursued, and CAPHART's brigade, crossing South River, moved on to Greenwood Station. There, the dépôt was destroyed, as was also a long train containing six pieces of artillery, some commissary and ordnance supplies, which EARLY had intended to carry away, in his retreat, as he obviously saw it was impossible to resist SHERIDAN's advance. The artillery was spiked, and destroyed as far as possible, and the gun carriages burnt. All the other captured materials and wagons were also burnt.

CUSTER now waited for MERRITT to come up, and both forces then pushed on through Rockfish Gap to Charlottesville, eighteen miles distant. The course was very clear, for there was no enemy of importance to oppose SHERIDAN left anywhere north of Lynchburg. The march from Waynesboro' to Charlottesville, was commenced on the morning of the 5th day, Friday, March 3, in a heavy rain storm, and through deep mud. The certainty, however, that no force could oppose us, inspired the leaders with confidence. On the same day, the 3d, the prisoners were sent back to Winchester. Several couriers whose messages would have notified General HANCOCK, commanding at the latter point, to send troops down to meet our guard, were all captured by guerrillas. On the 6th ROSSER attacked the detachment with a small force, while it was crossing the north fork of the Shenandoah. He was beaten off, however, and instead of subtracting from our prisoners, added twenty-seven to their number. The whole party arrived safely at Winchester.

Our loss in the movement to Waynesboro' was very slight. Nine men drowned, between twenty and thirty captured while foraging near Staunton, about the same number killed or wounded near Waynesboro and elsewhere, make up the total. The only account worth recording of our march beyond Waynesboro', hitherto received by us, is the official report of SHERIDAN. As this report is printed elsewhere in our columns, we will not repeat it here. A late Washington dispatch intimates that SHERIDAN, unable to cross the James with his pontoons, on account of the high stage of water, has gone north and east of Richmond to White House, and that GRANT has sent a force to meet him and insure his safe junction with the Armies of the Potomac and James. No credit is attached to this report in Washington, as it is believed that SHERIDAN had crossed the James when his dispatch was written to GRANT from Columbia, and had already destroyed the Danville Road at Burkville, and has either joined General GRANT or proceeded to clear the road for SHERMAN's advance. We doubt whether the latter precaution is necessary; but we shall be much disappointed if the railroad is not destroyed at Burkville.

THE ROBERT'S ARMS AND PROJECTILES.

HEADQUARTERS MILITARY DIVISION OF WEST MISSISSIPPI, OFFICE OF THE CHIEF OF ORDNANCE AND ARTILLERY, NEW ORLEANS, LA., January 24, 1865. Lieutenant-Colonel C. P. CHRISTENSEN, Assistant Adjutant-General:

COLONEL:—The Board of Officers convened by special order No. 175, Headquarters Military Division of West Mississippi, New Orleans, November 1, 1864, and subsequent instructions from the same source, for the examination and trial of the projectiles and arms invented by Brigadier-General B. S. ROBERTS, U. S. Vols., has made a partial trial and examination of the breech-loading musket.

The Board has not by actual trial investigated this arm as to range and precision beyond (100) one hundred yards, but at the practical trial at the distance mentioned, is of the opinion that it will prove quite equal to any other breech-loading arm in this respect. The mechanism of General ROBERT'S breech-loading apparatus is very simple, and not liable, in the opinion of the Board, to get out of order. This arm, itself, is easily loaded, and can be readily understood by the soldiers.

In consequence of these advantages the Board would respectfully recommend that Brigadier-General B. S. ROBERTS be authorized to appear before the Board of Officers now in session at Springfield, Mass., for the trial of breech-loading arms.

Very respectfully your obedient servants,

JAMES TOTTEN, Brigadier-General, President,
F. J. SHUNK, Captain Ordnance,
W. S. BEEBE, Lieutenant Ordnance.
(Endorsed)

HEADQUARTERS MILITARY DIVISION WEST MISSISSIPPI, NEW ORLEANS, January 25th, 1865. Respectfully forwarded to the Secretary of War:

I concur in the opinion expressed by the Board, and recommend that General ROBERTS be authorized to appear before the Board at Springfield Arsenal.

E. R. S. CANBY, Major-General Commanding.

THE FIGHTING OF TROOPS.

NO. VI.

WITH ESPECIAL REFERENCE TO INFANTRY REGIMENTS.

It certainly cannot be said but that a body of cavalry might be formed of picked riders, such as are found, one in a hundred, against which none but the best infantry could stand; for, consummate riders can force some horses anywhere; but, it may be asserted that nothing but the helplessness of panic can explain how cavalry are able, without horse artillery, to follow successfully even a defeated infantry, and, above all, over a broken country, or through roads where there are ditches or fences which that infantry might line to receive them.

The resources against artillery fire when a cavalry charge is impending are but three. 1st. Taking advantage of the ground for shelter, and a very slight swell will give it. 2d. Lying down. The men may continue lying down until the artillery ceases to fire, for fear of injuring its cavalry. This can hardly be later than up to one minute of the time when the cavalry calculate upon reaching the infantry, or about the time they put themselves in motion for the charge. If the infantry be steady the cavalry may be allowed to come up to 150 (half a minute) yards, or even nearer, before the command to rise is given. By waiting silently for the minute hand of a watch to describe 30 seconds one will realize how much time there is in half a minute. It is well to remember that if a line lie down in such a manner as not to present much depth, the horses will inevitably attempt and probably succeed in leaping over it, so the risk of being hurt is small. The British infantry have repeatedly thus allowed cavalry to pass over them, and then risen up in their rear. 3d. Continually shifting position so as to oblige the artillery to readjust their aim, in doing which a few uncertain trial shots are each time necessary to get the range.

A flank attack from one body of cavalry, while another is engaging attention in front, is always to be guarded against; and when not in square, unless the flanks are secured by the nature of the ground, a reserve should be ready to meet the platoons which, overlapping the front in a charge, may pass on, wheel, and attack from the side; even when the others are driven back. Such are easily dispersed if there be a body ready to meet them.

We give the following extracts from the Austrian tactics for what they are worth: "Nothing makes such an impression on cavalry as the advance of infantry en masse with bayonets at a charge. The horses cannot bear the sight of their approach, and the affair will be mostly decided before the bayonet can be used." "A dense mass of men resolutely defending itself has such an effect on the instinct of the horses that they hesitate and turn back at the sight, while they easily break through troops in a shallow formation beyond whom they see the open ground." It may be remarked here that the Austrian squares are formed from a column in mass.

A single infantry soldier, even if not particularly skillful in the use of the bayonet, can nevertheless make fight with it against any but the most accomplished trooper,* if he remembers to keep as much as possible on the left side of his adversary, and that a blow on the horse's nose will make the animal so far his friend that it will see to the rider's keeping at long distance ever after. A thrust of the bayonet in a horse's breast is to be avoided, for the animal always presses forward upon it. A thrust below the tail will cause it to rear, and perhaps fall over backward. Should both his shot be gone and his bayonet be broken, the infantry soldier has still the resource of seizing his musket with both hands near the muzzle, and with the arms extended above the head, swinging it rapidly around so that the butt describes a circle about his body at the height of the knee. The circle thus formed will render it impossible for even a lancer to reach him. With a little practice the motion, by occasionally changing its direction, may be kept up for a long time, and the butt moved with such force that it will break a horse's leg. If forced to it, the infantry soldier may curl himself up on his knees and elbows so as to give small chance to the sabre, at any vital part, and rise as the horse shoots past him to take a fair aim at the rider.

Rallying is much ignored as a disagreeable subject, for except in skirmishers and cavalry as foragers, it implies a previously discreditable breaking, and, indeed, for a low class of troops whose courage and efficiency depend entirely upon the machinery of discipline it is perhaps best omitted. But a capability of being rallied is a marked characteristic of American volunteers, and now particularly, when, from lack of time and of proper circumstances, that perfection of discipline and drill which might turn their tenacity of spirit into an incapability of breaking, can scarcely be attained, rallying from a disorderly retreat is a most important point of thought and practice.

If proper reserves, or a second line are present, the men

* Even in the British cavalry (we think it is NOLAN says so) the greater part of the men are occasionally obliged to use both hands in managing their horses. This may show how seldom a trooper is made a first-rate cavalry rider.

can always be rallied behind them; if not, it is to be observed that troops can rarely be rallied under the same fire from which they have broken; and that they must be reformed somewhat to the rear, or behind some shelter, previously to again advancing. After one action the officers can generally tell from having observed their bearing in it, which men may be counted on should the unhappy emergency occur, and even previous to such experience a tolerable judgment may be formed. These men the officers should keep where they can use them in forming a nucleus of re-formation. The small guard of which we have spoken may on such occasions be of infinite service to its regiment. A regimental signal, too, for which each officer might have a horn or whistle, would give efficient aid. It needs scarcely to be said that none but trustworthy men for a rally should be non-commissioned officers. On the drill ground breaking and rallying should be constantly practiced, and at brigade or even more extensive drills the soldiers should be taught not to be *too particular* in finding their own regiments. It should also be better understood than at present it seems to be, that, for certain things at all times, and at such times for all things, the authority of an officer or non-commissioned officer is valid throughout the army.

Supporting batteries is a most honorable service, for which every infantry officer should prepare himself. A battery and a few hundred infantry form a most formidable force, if they act together; many times more such, than either singly. A battery joined with infantry, in whom they have confidence, particularly from having once acted successfully with them, makes up an almost invincible whole; as to the infantry, they should feel that the battery is an essential element of defence to the whole army, which it is as disgraceful to desert as to surrender or flee from any post committed to their keeping; this, to say nothing of the disonor of deserting comrades in arms at any time.

In the first place both the artillery and infantry officer ought to reconnoitre the ground in rear, for, should it become evident that the enemy will gain the pieces, they, after giving their last salvo of canister, must limber up and retire to another position, ready to protect the retreat of the infantry should they, after holding the enemy in check as long as possible, find it necessary in their turn to retire.

The infantry should at once place marksmen behind every good cover from whence they may fire at the skirmishers, whether cavalry or infantry, with which the enemy, if he understands his business, will probably assail the battery, while with a serried body he attacks the support.

To hold his command ready to divide into two portions should the enemy's mode of attack render it necessary; to keep his command as much sheltered as is consistent with promptly moving up; not to mask the fire of the artillery;* to be ready to second the impression produced by the artillery's fire with a bayonet charge, on the flank if possible, should the enemy get within, say, 50 paces; to watch for and take advantage of any mistakes committed by the enemy; such as attacking the battery without separating a force to engage its support; having no reserve; hesitating as he approaches, and the like; and, especially to keep the most vigilant look-out seem the great points to which the officer in charge of the support should devote his attention.

At night a thorough exploration of the vicinity is especially necessary, and an accurate knowledge of the directions in which the artillery *may* fire. Everything must then be drawn closer, but if any ambush can be formed on the flank of the enemy to surprise him on his approach, night is the time for its success. Some mode of inter-communication, for instance a line of men to "pass the word," should be arranged between the commanders of the pieces and of their support.†

THE Lords of the British Admiralty have approved the machinery proposed to be adopted for working the large 12-ton 300-pounder Armstrong rifled guns with which the *Bellerophon* is to be armed, and instructions have been given for one of the training machines to be immediately constructed from the plans submitted by Mr. REED, in order that it may undergo a variety of tests, chiefly with the view of ascertaining its capabilities of satisfactorily withstanding the shock of the discharge of the guns. Should the new machinery pass through this ordeal satisfactorily, it is intended to place one of the 12-ton guns, worked on the new principle, on board either the iron-clad frigate *Pallas* or *Favorite*, whichever can be first made ready for sea, in order that the application of the principle to monster guns worked at sea, under all circumstances of rolling, pitching, and other exigencies, may be carefully tested, and the results reported upon. In conjunction with the new plan of training guns of the largest calibre on board iron-clad vessels of war, the Lords of the Admiralty have decided on testing an improved form of iron gun-carriage, the invention of Commander SCOTT, of the Royal Navy, on which it is proposed to mount the *Bellerophon's* guns. The

* Some signal should be agreed on, for the case that the support finds it necessary to make a charge which will bring them in front of the pieces.

† SUASSO mentions a mode of attacking batteries adopted by the *Chouans* (guerrillas remaining after the submission of the Vendée, in the French revolution). They attacked the Republican artillery in several single files, of 100 or 200 men each, at 50 paces interval. This certainly saved them from the artillery fire, and made facing by the flank very easy.

results of the trials, which are about ready to be made, are looked forward to with the keenest interest. It is believed that the working of ships' guns by machinery will inaugurate an entirely new era in naval gunnery, for should the results anticipated prove successful, it is said that the problem which has hitherto been the stumbling-block to the employment of monster guns at the broadside will be solved.

The plans and drawings of the new machinery show the mechanism employed by Mr. REED to be exceedingly simple, so that it will not readily get out of order, even in the hands of seamen. Another most important feature in the invention is that the apparatus by which the guns are to be worked will be placed below the gun-deck and beneath the water-line, thus rendering it secure from injury by shot or shell. The only portion of it which will be seen on the gun-deck will be a kind of steering wheel for each gun, by the aid of which some three or four seamen only will be able to shift it from side to side and train it with the utmost nicety in any direction. Although, however, every precaution will be taken to prevent the machinery becoming injured, the ordinary train tackles, &c., will be supplied to each gun in the event of any unforeseen accident. The officials connected with the War Office—to which department everything is confided relating to the armament of vessels of war, have made frequent inspections of the *Bellerophon*, in order to ascertain the extent of accommodation offered for the heavy armament intended for her, that from the manner in which that frigate has been built, there is abundant room afforded at the broadside ports for ten of the 300-pounders which it is intended to place in the central battery, while arrangements have at the same time been made to enable her to carry a formidable armament at her armor-plated bow battery, the guns of which will fire in a direct line with her keel.

THE LIGHT-DRAUGHT MONITORS.

LETTER FROM CHIEF ENGINEER STIMERS.

To the Editor of the Army and Navy Journal:

Sir:—There appears in your issue of the 11th instant, a letter from myself, originally published in the Boston *Daily Advertiser*, correcting the blunders regarding my evidence about the Light-Draught Monitors, made by the Hon. Mr. WADE in the Senate; responses thereto from the chiefs of the Bureaus of Construction and Engineering, in which they abuse me roundly, and accuse me of gross falsehoods in letters which unwittingly bear on their face the proofs that my statements are true and theirs false; and an editorial article upon the subject matter of these letters, in which you have thrown yourself into a discussion with a partisan spirit and fierceness entirely unjust to me, and un-called for by any considerations of public good whatever.

To reply fully to all the misstatements and errors of opinion in these three remarkable papers, and give the correct impression upon all the points brought into the discussion would require a longer statement from me than would be consonant with its publication in a newspaper.

I would like, however, to occupy a small portion of your space to correct some of the erroneous impressions which yourself and those doughty chiefs at Washington have given the Navy of an important class of vessels which are nearly ready for service, and if the war continues, will soon form the homes of a large number of its officers and men, whose comforts and whose professional reputations will be greatly dependent upon their excellency and efficiency.

With regard to who planned them, I wrote a letter to the *New York Times*, which was published in that paper soon after they were commenced, stating that I had not the honor to be the designer of those vessels, it having given me credit for that distinction in some remarks of the reporter, who gave a description of one in process of construction in this vicinity.

About the same time, First Assistant, now Chief Engineer, HOYT, U.S.N., who was on duty at Boston, as a Local Inspector of one of these vessels, informed me that in that vicinity they called them "STIMERS' Monitors." I requested him to correct the mistake, as I had no wish to receive the credit which was due to others.

Mr. ISHERWOOD, in support of his assertion that I claimed to be the designer, calls attention to the fact that I signed all the drawings; but if any person will look at these drawings they will perceive that it was as General Inspector that I signed them. Every drawing of all the nine Monitors of the *Sangus* class—so highly spoken of by Admiral PORTER for their efficiency in the Fort Fisher expedition—had my signature in the same way. I perceive, however, that people readily believe me when I disclaim the credit of their design.

It is a great mistake, Mr. Editor, to suppose that I make these denials of having been the designer of these vessels, that I may thereby escape the responsibility of their success or failure, because this does not in reality relieve me from being largely responsible, as you will perceive.

When the first Monitor was about to be built, I was detailed by this same Mr. ISHERWOOD, who now attacks me so furiously, and ordered by the Department to superintend her construction. She was built under Admiral JOSEPH SMITH, Chief of the Bureau of Yards and Docks, who, in giving me my instructions, directed that in case either Captain ERICSSON or myself found it advisable to depart from the original design as specified in the contract in any of the details of the work, we were at liberty to make any such change as we could mutually agree would be advantageous for the vessel. This license was freely used, and when the vessel came to be proven, the wisdom of the course adopted by the Admiral was fully shown. When, therefore, the Department commenced the construction of a large number of these vessels, and I was made General Inspector, serving in that capacity under the immediate direction of Admiral GREGORY, who was General Superintendent, it was expected by the Department that I would continue to confer as frequently as practicable with their designer, and to approve or disapprove of his plans.

You will understand, therefore, that I thus approved of the plans of the Light-Draft Monitors, and, notwithstanding the opinions held by the venerable head of the Bureau of Construction, who still believes that a good old-fashioned sailing frigate, armed with goodly eighteen pounders and a few heavy twenty-fours, is what the Navy ought to have,

and by that other Bureau chief, who has distinguished himself for his ability to produce an indifferent copy of a common English steam engine, and last by yourself, that these vessels are disgraceful failures in all their details, I still assert that they will yet prove themselves creditable to all concerned in their construction, if the materials and workmanship are what they ought to be. Not only so, but the only fault they had in the first place was, that they drew seven inches more water than it was expected they would. You are probably not aware, Mr. Editor, that since the first *Monitor* none have been built which have so small an error as this, except the *Monadnock*, and it was six inches in her case, or that the old-fashioned type of vessels which continue to be built by the Bureau of Construction, and which, any one would suppose, had been repeated often enough during the past fifty years for their designer to predict their draft of water beforehand, all draw at least a foot more than is contemplated when they are commenced.

It is true that I turned over to Mr. LENTHALL the responsibility of the correctness of the estimates of the weights and displacement of the vessels in question, before they were advertised by him for bidders, but if I had not done so and was now responsible for that error, I am at a loss to know, Mr. Editor, where the man is to be found who could hold up his hands in holy horror at the enormity of my crime.

In the case of the *Chimo*, which was fully completed without enlargement, the only remedy which I consider was required, was to have cut away a little under the overhang at the stern, to permit a more free egress of the water from the propeller, and to give her new propellers of less pitch—required in consequence of the increased draught of water. This would have given her sufficient speed, and she had no other fault. On the contrary, she was eminently satisfactory to myself and to all her officers in every other particular. Your editorial remarks about "labyrinths of cocks, valves, pipes, "pumps and steam engines" are the merest twaddle, and amount to nothing.

Mr. ISHERWOOD, in the letter in which he states that he had nothing to do with the plans of vessels, and then proceeds to state the changes he "advised"—his advice in such case being much the same as that of an army officer to his men to "march!"—says, that he suggested vertical water tubes in the boilers, but that I made another arrangement, for which I took out a patent, and that one contractor had stated to him that he had paid me a patent fee. The arrangement of tubes adopted, was proposed by me to him in that interview, and he accepted it. I afterwards patented it, and then wrote a letter to the Secretary of the Navy, informing him of the fact, and giving the Department the free use of it in twenty-nine Naval vessels, into which I had introduced it. After this, to have demanded or received patent fees on the same boilers, from the contractors, would have been a sharp and dishonest practice, of which I not only am not guilty, but of which I do not believe Mr. ISHERWOOD can make anybody believe I am.

Again: Mr. LENTHALL accuses me of permitting patented inventions to be inserted in the drawings, by persons employed in my office, and states that claims were afterwards made for patent fees upon the contractors.

I suppose he refers to NEWTON's pump, the facts about which are that, although it was designed by NEWTON in my office, and heartily endorsed by ERICSSON, it was not patented until after it would have been a great loss by the contractors to have changed it, and as it had been issued to them with his full knowledge and consent, the patent laws fully protect them against his claims. Mr. LENTHALL's statement is therefore untrue, but even if it were true, I fail to see in it any point against me, as the pumps have been working admirably during the past year in the *Canonicus* class of vessels, and since when, I would like to ask, has it been determined, not to use patented machinery?

Ordinarily, a subordinate officer like myself might well quail before the attacks of a couple of Bureau Chiefs, supported as they are by the *ARMY AND NAVY JOURNAL*; but when it is remembered that the entire discussion is about iron-clad steamers, which they have several times already proven by their futile attempts at designing one, they know nothing about, their attacks are not so formidable as might at first glance appear; and your support, Mr. Editor, is too clearly biased and partisan to have much weight with any thinking man. To make the animus of your article more clear, you draw from its retirement the name of the Admiral who disgraced himself by preferring false charges against me, and having them so proven by his own witnesses, and accuse me of some unstated blamable conduct towards him, which, according to you, resulted in the crusade against the iron-clads, and deeply injured the Navy Department. My dear Sir, the crusade against the Monitors commenced with the commencement of the construction of the first vessel of that name, and was in full blast when Admiral DU PONT joined it. One would hardly have expected to have seen his name mentioned with mine in any paper, evidently with the view to do me an injury, after his miserable failure to prove that there was the slightest color for his charges against me. And what, may I ask, was my conduct towards him, good or bad, but to patiently submit to be tried by a Court of Inquiry during four months? If you had spoken of his improper conduct towards me, there would at least have been something plausible about it.

I am, respectfully, ALBAN C. STIMERS.
NORTH SHORE, STATEN ISLAND, N. Y.
March, 15th, 1865.

[This letter will enable our readers to form an accurate estimate of the character of the writer. To them we are quite content to leave the decision of the question of credibility as between Mr. STIMERS and the Chiefs of Bureaus whom he assails, Admiral DU PONT and the *ARMY AND NAVY JOURNAL*.—EDITOR.]

By an order of the War Department, all volunteer officers who are not mustered out at the exact date of the expiration of their enlistment, must remain in service to the end of the war or until the acceptance of their resignation. No officer is allowed to retain his commission beyond the time of his enlistment and then retire, making a personal convenience of the service.

ARMY AND NAVY PERSONAL.

MAJOR-GENERAL A. D. McCook has been ordered to Arkansas by the War Department.

COLONEL Charles N. Bodish of Bath, Me., died recently at Baton Rouge, Louisiana, of typhoid fever.

BRIGADIER-GENERAL S. Sprigg Carroll is now in command of the Army of West Virginia, headquarters at Cumberland.

COLONEL C. M. L. Johnston, Thirteenth Indiana cavalry, has been permanently assigned to the command of a brigade of cavalry.

REAR-ADMIRAL Porter has concluded his voluminous testimony before the Committee on the Conduct of the War.

It is announced in orders that Major-General A. J. Smith's command has been designated by Major-General Canby as the Sixteenth corps.

BREVET Colonel Charles H. Crane, Surgeon U. S. A., by direction of the President, has been assigned to duty, according to his rank.

BRIGADIER-General Hoffman, Third brigade Third division, Fifth Army corps, has had his resignation accepted, and has gone to Philadelphia.

The general court-martial in session at Cumberland, Md., with Colonel W. Lincoln, of the 94th Massachusetts infantry, as President, has been dissolved.

COLONEL J. F. Kent, late Inspector-General of the Sixth corps, has been assigned to duty as Inspector-General of the Twenty-second Army corps (Gen. Augur's command).

ACTING Rear-Admiral H. K. Thatcher arrived at New Orleans the first week in March, to relieve Commodore James S. Palmer in command of the West Gulf Squadron.

CAPTAIN John S. Poland, Commissary of Musters of the Department of Washington, has been ordered to West Point as Assistant Professor of Ethics in the Military Academy.

MAJOR Douglas Frazer of the Thirteenth New York Cavalry, has been appointed to a colonelcy in one of the colored regiments now being organized by General Saxton at Hilton Head.

BRIGADIER-General B. W. Price, who has been acting as Paymaster-General since the retirement of Colonel T. P. Andrews, has received his commission as Paymaster-General of the Armies of the United States.

THE position of Medical Inspector of the Twenty-fifth corps, vacated some time since by Surgeon Weist, has been filled by the appointment of Surgeon Norton Folsom, Forty-fifth United States colored troops.

MAJOR Jas. E. Curtis, late Inspector-General of Brevet Major-General Egan's old brigade in the Second corps, has been promoted to the rank of Lieutenant-Colonel in his regiment, the One Hundred and Fifty-second New-York.

CAPTAIN W. H. Gilder, A. A. G., has been relieved from duty with the Army of the Potomac, and ordered to report to Brevet Major-General Egan, at Washington. Captain Gilder has for some years been connected with the Second and Third corps.

MAJOR T. C. Jameson, Fifth Rhode Island Artillery, who was lately tried by a court-martial and sentenced to three years' imprisonment, and to pay a heavy fine, is at once to be released, by order of the President, who has examined the case and disapproved the findings and sentence of the court.

SPEAKING of Major-General Alfred Pleasonton, the *St. Louis Republican* says:—"This accomplished officer has arrived in St. Louis, having been detained in Philadelphia by protracted sickness. He is to be assigned to the important command of the District of Kansas, which, until the creation of the Military Division of Missouri, constituted a military department of itself. He is second in command in this department."

CAPTAIN Yardley, A. Q. M. of the Fifth Army corps, and Captain Thomas H. McBride, of Twenty-fifth Army corps, have resigned their commissions, having served with faithfulness over three years. First Lieutenant William O. Chapman, Quartermaster of the Ninety-fifth New York Volunteers, and First Lieutenant Lent, of the Pioneer corps, have been mustered out by reason of expiration of term of service.

THEODORE S. Case having been confirmed by the Senate as Quartermaster-General of Missouri and duly commissioned as such, is assigned as such vice Colonel E. Anson More, who is relieved from the duties of that office from March 9, 1865. In parting with Colonel More, the Commander-in-Chief takes the opportunity to extend to Colonel More his high appreciation of the valuable services that have been rendered by him to the State, and to express the hope that prosperity may crown his efforts in other fields of labor.

THE court-martial convened in Augusta, Me., by orders from General Dix, commanding Department of the East, for the purpose of trying such cases as may properly be brought before them, consists of the following officers:—Lieutenant Winslow Roberts, Co. G, Unassigned Maine Infantry, Judge-Advocate; Captain Wm. Gifford, Third Massachusetts Cavalry; Captain Dumont Bunker, Co. E, Unassigned Maine Infantry; Captain Charles H. Conant, Co. F, Unassigned Maine Infantry; Lieutenant A. E. Adams, First R. I. Light Artillery; Lieutenant Samuel McKeown, Thirtieth regiment V. R. C.

COMMODORE Palmer informs the Navy Department from New Orleans of the arrival of the following named officers, released from Camp Ford, Texas, captured at different times. They have been ordered to proceed North: Acting Volunteer Lieutenants Nathan W. Hammond and Amos Johnson; Acting Masters Henry W. Washburn and W. W. Fowler; Assistant Paymaster George W. Simmons; Assistant Engineers Jas. A. Fox, F. J. Bradley, J. H. Fales, John McGrane, Richard M. McLaughlin and William Johnson, and Acting Master's Mates H. J. Rollins, N. L. Cannon, Howard Sargent, J. C. Heeny, J. L. Chambers and Henry Weston.

NAVAL REGISTER.

The Editor will be glad to receive for this department of the JOURNAL all interesting facts in relation to vessels of the Navy suitable for publication.

A. D. VANCE, side-wheel, 6, arrived at New York March 14. Her officers are:—Lieutenant-Commander, John H. Usher, commanding; Acting Master and Executive Officer, Gardner Cottrell; Acting Assistant Paymaster, Franklin Mille; Acting Assistant-Surgeon, Benjamin L. Hamell; Acting Ensigns, Wm. J. Eldredge, Wm. W. Smith, Chas. F. Ware, Chas. C. Clark; Engineers, First Assistant, Daniel C. Chester; Second Assistants, Chas. G. Stevens, Geo. Devine, C. S. Sernos, John Moir; Third Assistant, Geo. H. Whittemore, Wm. Madden, Chas. B. Nichols, Edward Kelly.

ARIZONA, side-wheel, 6,950 tons.—This vessel, which had just been fitted up as a flagship for the use of Acting Rear-Admiral H. K. Thatcher, has been destroyed by fire, at the time she was returning from South West Pass to New Orleans. The fire originated in the engineer's store-room, and was discovered upon opening the door. The air admitted fanned the flames so much, that, though at first very small, the fire quickly became too fierce to be quenched, spreading rapidly in the inflammable material of the store-room. The engine, which had been stopped upon the first alarm, could not be again started, as the smoke and flame would not permit the engineers to remain in the engine room, so that the vessel became unmanageable. Most of the officers and crew were saved in the ship's boats; some jumped overboard and swam to the shore, but three of the men were lost, of whom one perished in the flames. No officers were lost, but several of them met with heavy losses in the destruction of clothing and other personal effects. The list of officers is:—Lieutenant Commander, Geo. Brown; Acting Masters, E. A. Terrell, F. A. Miller; Acting Ensigns, James Igo, Alex. S. Gibson, T. M. L. Chrystie; Assistant Surgeon, Chas. L. Green; Acting Assistant Paymaster, Geo. B. Tripp; Second Assistant Engineers, John Borthwick, John D. Ford, Mason W. Mather; Third Assistant Engineer, McF. Reichenback; Acting Master's Mates, John H. Pray, T. S. Flood, Leon De Wolfe, W. A. Prescott. Two of the crew took advantage of the confusion to desert. The loss of the vessel is quite a serious one, occurring just at this juncture. She was put in commission for her first cruise at Philadelphia, March 11, 1863, and captured her first prize 12 days after, and has done good service since in the West Gulf Squadron.

BALTIMORE, side-wheel, 2, ordnance vessel at Washington, has been surveyed and ordered to be repaired, her boiler and machinery being in bad order. She was purchased from the "Great Southern Mail Company." Her crew are placed on the double-ender *Ascidia* here on the *Albion*, and are now enjoying comfortable quarters in Fort Taylor.

NARRAGANSETT, screw, 6, Commander S. E. Woodworth, arrived at Rio Janeiro, from Valparaiso, on the 23d of January, on her way to New York.

NARRAGANSETT, screw, 6, Commander S. E. Woodworth, arrived at Rio Janeiro January 23, from Valparaiso, on her way to New York.

NAVY YARD, BROOKLYN.—Five vessels are on the stocks, *Madawaska*, first-rate, screw, 10; *Kalamazoo*, first-rate, iron-clad, 4; *Moshula*, fourth-rate, screw; and *Ontario*, first-rate, screw, 22; and *Quinnebeau*, fourth-rate. At the yard are the following vessels:—*Pensacola*, screw, 24; *Tahoma*, screw, 6; *Calypso*, screw, 6; *Middle*, side-wheel; *Adela*, side-wheel, 6; *Hartford*, screw, 28; *Wampanoag*, screw, 8; *Miantonomah*, iron-clad, 4; *Brooklyn*, screw, 28; *Chimo*, iron-clad, 1; *Colorado*, screw, 52; *Susquehanna*, side-wheel, 16; *Muscoota*, side-wheel, 20; *Newbern*, screw, 6; *Flag*, screw, 8; *Horace Beale*, barkantine, 2; *Nauvoo*, iron-clad, 2, *Rachel Seman*, schooner, 2. The supply vessels, *Queen*, screw, 7, and *Supply*, ship, 7, sailed on March 13 and 14 respectively. The *Nauvoo* and *Huntsville* returned from New York where they went the previous week.

PENOOSCOOT, screw, 4, has captured off Pass Cavallo, Texas, the British schooner *Malahide*, with a cargo of cotton, bagging, liquors and rope. She cleared from Matamoras for Havana.

PROTEUS, screw, 11, captured steamer *Ruby*, February 27, near the Tropigas. The prize had a large cargo of lead and sundries, and was bound for the coast of Florida.

PONTIAC, side-wheel, 10, at Savannah February 26, acting as guard boat. Two Rebel gunboats were reported up the river.

PAUL JONES, side-wheel, 7, ready for sea at Charlestown Navy Yard. Thomas L. Tullock, Jr., of Portsmouth, N. H., has been ordered to duty as Paymaster. The *Paul Jones* is reported to be destined for special service, but what is not stated.

SUNKANDAH, screw, 10, off Charleston, S. C., ordered to New York.

SACHEM, screw, 5.—The following officers captured in Sabine Pass, Texas, September 8, have been exchanged:—Amos Johnson, Acting Volunteer Lieutenant; John C. Heney, Acting Master's Mate; E. A. Lanier, Paymaster's Clerk.

SIGNAL, side-wheel, 6.—The following officers, from Texas, paroled for exchange have passed through New Orleans:—Edward Morgan, Acting Volunteer Lieutenant; Charles P. Brag and W. F. Loan, Acting Ensigns; E. J. Calvert, Paymaster's Clerk; E. D. Lovell, R. P. Croft and A. Donaldson, Acting Master's Mates; James F. Liddell, Third Assistant Engineer.

SHAWMUT, screw 5, left Wilmington, N. C., on the morning of the 28th ult., with U. S. steamer *Seneca* in tow, the latter suffering from a leaky boiler, and arrived at Fortress Monroe on the evening of the 3d inst., bound for the James River squadron. This vessel, although not long in commission, has earned a well-deserved reputation while attached to the fleet of Admiral Porter before Wilmington, and was the first wooden gunboat to ascend the Cape Fear River and open fire on Fort Anderson. Her conduct before that work was highly spoken of by Fleet Captain Breeze. Her officers are:—Lieutenant-Commander, John G. Walker; Acting Master and Executive Officer, James T. Rosa; Passed Assistant Surgeon, Arthur Mathewson; Acting Assistant-Paymaster, Bela M. Farnham; Acting Ensign and Navigating Officer, Gardner A. Churchill; Engineers, Chief, Robert S. Talbot; Second Assistant, John Lowe; Third Assistant, William H. Powers; Jacob M. Murray and Davis H. Osterhout; Acting Ensigns, John A. Davis, James H. Russell, Daniel Fride and Marion Hugg; Acting Paymaster's Clerk, John C. Cross; Yeoman, Herbert Saunders; Surgeon's Steward, Andrew D. Campbell; Ship's Writer, Charles E. Mielke; Acting Boatswain, Charles H. Hattfield; Acting Gunner, John H. Reynard; Sailmaker's Mate, Frank Autony.

SHAWNEE, iron-clad, 2, was successfully launched at noon, March 13th, from the yard of Messrs. Curtis & Tilden, at East Boston. An unsuccessful attempt had been made the Saturday previous. She went off in the style, and as her bows sind from the ways, the ceremony of christening was performed in the usual manner by Miss Ella Green of Brookline, daughter of Captain J. F. Greene, of the Navy. The *Shawnee* is one of the class of twenty "light draft" monitors, ordered to be built by the Government over two years ago, of which four were constructed by different builders at East Boston. Her length over all is 225 feet; breadth 45 feet; breadth inside the hull 37 feet; total depth from top of armor to under dial keel 11 feet 2 inches; draft of water 7 feet 2 inches; diameter of turret 20 feet; thickness of turret walls 8 inches; height of turret walls 9 feet; diameter of pilot house 6 feet 6 inches; thickness of pilot house walls 10 inches; height of pilot house 6 feet 6 inches. The sides have been raised twenty-two inches more than in the original model. The machinery and turret are furnished by Messrs. Curtis & Tilden, and she will be got ready for sea with dispatch. A great number of spectators were present to witness the launch.

HONDURAS.—Reports from Key West state that U. S. gunboat *Honduras*, side-wheel, 3, *Britannia*, side-wheel, 4, *Magnolia*, side-wheel, 5, and *Hendrick Hudson*, screw, 6, had left Key West previous to February 23, for the purpose of capturing St. Marks, Florida.

KRAHSARGE, screw, 8.—The fund raised by the New York Chamber of Commerce for testimonials to the officers and crew, for the destruction of the rebel steamer *Alabama*, is now ready for distribution. The award we understand has been made under the advice of Captain Winslow, commanding the steamer.

MEMPHIS, screw, 7, put out of commission last week, to be converted into a store ship.

MORNING LIGHT, ship, 8.—The following officers, captured while becalmed in Sabine Pass, January 21, 1863, have been exchanged:—Henry W. Washburn and W. W. Fowler, Acting Masters; John L. Chambers and George H. Rice, Acting Master's Mates.

MARIGOLD, screw, 2, captured the British schooner *Salvadora*, February 25, between Havana and Key West. The prize had an assorted cargo, and was bound for the coast of Florida.

MATTHEW BASCOM, schooner, 120 tons, captured schooner *John Hale*, off Deadman's Light, February 10. Prize was loaded with lead and blankets, and is now at Key West.

MIDNIGHT, bark, 7.—A letter writer at Key West gives the following account of a well-planned capture of Rebels:—A verbal report has reached here of a gallant act on the part of an officer under Acting Master Wells, in command of the United States bark *Midnight*. I am sorry I have not yet been able to learn the officer's name. It seems that Captain Wells sent him up the Chattahoochee River, from St. Andrew's Bay, on an expedition. At some distance up he learned that there was a Rebel camp further up, upon which he returned down the river, entered the bay, and proceeded up a creek, running into a port of St. Andrew's called East Bay. One hundred and thirty miles from the mouth of the creek he fell in with an ox wagon, which he confiscated; and, placing his boat and working tools thereon, crossed overland to the Chattahoochee—a distance of nineteen miles—where, having launched his boat, he again embarked with his men, and, proceeding down the river, succeeded in surprising the Rebel camp, and in capturing a Rebel lieutenant and sixteen men, in spite of the brag of the Rebel officer that he would not be taken alive. The prisoners were brought here on the *Midnight*, and are now enjoying comfortable quarters in Fort Taylor.

NARRAGANSETT, screw, 6, Commander S. E. Woodworth, arrived at Rio Janeiro, from Valparaiso, on the 23d of January, on her way to New York.

NARRAGANSETT, screw, 6, Commander S. E. Woodworth, arrived at Rio Janeiro January 23, from Valparaiso, on her way to New York.

NAVY YARD, BROOKLYN.—Five vessels are on the stocks, *Madawaska*, first-rate, screw, 10; *Kalamazoo*, first-rate, iron-clad, 4; *Moshula*, fourth-rate, screw; and *Ontario*, first-rate, screw, 22; and *Quinnebeau*, fourth-rate. At the yard are the following vessels:—*Pensacola*, screw, 24; *Tahoma*, screw, 6; *Calypso*, screw, 6; *Middle*, side-wheel; *Adela*, side-wheel, 6; *Hartford*, screw, 28; *Wampanoag*, screw, 8; *Miantonomah*, iron-clad, 4; *Brooklyn*, screw, 28; *Chimo*, iron-clad, 1; *Colorado*, screw, 52; *Susquehanna*, side-wheel, 16; *Muscoota*, side-wheel, 20; *Newbern*, screw, 6; *Flag*, screw, 8; *Horace Beale*, barkantine, 2; *Nauvoo*, iron-clad, 2, *Rachel Seman*, schooner, 2. The supply vessels, *Queen*, screw, 7, and *Supply*, ship, 7, sailed on March 13 and 14 respectively. The *Nauvoo* and *Huntsville* returned from New York where they went the previous week.

PENOOSCOOT, screw, 4, has captured off Pass Cavallo, Texas, the British schooner *Malahide*, with a cargo of cotton, bagging, liquors and rope. She cleared from Matamoras for Havana.

PROTEUS, screw, 11, captured steamer *Ruby*, February 27, near the Tropigas. The prize had a large cargo of lead and sundries, and was bound for the coast of Florida.

PONTIAC, side-wheel, 10, at Savannah February 26, acting as guard boat. Two Rebel gunboats were reported up the river.

PAUL JONES, side-wheel, 7, ready for sea at Charlestown Navy Yard. Thomas L. Tullock, Jr., of Portsmouth, N. H., has been ordered to duty as Paymaster. The *Paul Jones* is reported to be destined for special service, but what is not stated.

SUNKANDAH, screw, 10, off Charleston, S. C., ordered to New York.

SACHEM, screw, 5.—The following officers captured in Sabine Pass, Texas, September 8, have been exchanged:—Amos Johnson, Acting Volunteer Lieutenant; John C. Heney, Acting Master's Mate; E. A. Lanier, Paymaster's Clerk.

SIGNAL, side-wheel, 6.—The following officers, from Texas, paroled for exchange have passed through New Orleans:—Edward Morgan, Acting Volunteer Lieutenant; Charles P. Brag and W. F. Loan, Acting Ensigns; E. J. Calvert, Paymaster's Clerk; E. D. Lovell, R. P. Croft and A. Donaldson, Acting Master's Mates; James F. Liddell, Third Assistant Engineer.

SHAWMUT, screw 5, left Wilmington, N. C., on the morning of the 28th ult., with U. S. steamer *Seneca* in tow, the latter suffering from a leaky boiler, and arrived at Fortress Monroe on the evening of the 3d inst., bound for the James River squadron. This vessel, although not long in commission, has earned a well-deserved reputation while attached to the fleet of Admiral Porter before Wilmington, and was the first wooden gunboat to ascend the Cape Fear River and open fire on Fort Anderson. Her conduct before that work was highly spoken of by Fleet Captain Breeze. Her officers are:—Lieutenant-Commander, John G. Walker; Acting Master and Executive Officer, James T. Rosa; Passed Assistant Surgeon, Arthur Mathewson; Acting Assistant-Paymaster, Bela M. Farnham; Acting Ensign and Navigating Officer, Gardner A. Churchill; Engineers, Chief, Robert S. Talbot; Second Assistant, John Lowe; Third Assistant, William H. Powers; Jacob M. Murray and Davis H. Osterhout; Acting Ensigns, John A. Davis, James H. Russell, Daniel Fride and Marion Hugg; Acting Paymaster's Clerk, John C. Cross; Yeoman, Herbert Saunders; Surgeon's Steward, Andrew D. Campbell; Ship's Writer, Charles E. Mielke; Acting Boatswain, Charles H. Hattfield; Acting Gunner, John H. Reynard; Sailmaker's Mate, Frank Autony.

SHAWNEE, iron-clad, 2, was successfully launched at noon, March 13th, from the yard of Messrs. Curtis & Tilden, at East Boston. An unsuccessful attempt had been made the Saturday previous. She went off in the style, and as her bows sind from the ways, the ceremony of christening was performed in the usual manner by Miss Ella Green of Brookline, daughter of Captain J. F. Greene, of the Navy. The *Shawnee* is one of the class of twenty "light draft" monitors, ordered to be built by the Government over two years ago, of which four were constructed by different builders at East Boston. Her length over all is 225 feet; breadth 45 feet; breadth inside the hull 37 feet; total depth from top of armor to under dial keel 11 feet 2 inches; draft of water 7 feet 2 inches; diameter of turret 20 feet; thickness of turret walls 8 inches; height of turret walls 9 feet; diameter of pilot house 6 feet 6 inches; thickness of pilot house walls 10 inches; height of pilot house 6 feet 6 inches. The sides have been raised twenty-two inches more than in the original model. The machinery and turret are furnished by Messrs. Curtis & Tilden, and she will be got ready for sea with dispatch. A great number of spectators were present to witness the launch.

HONDURAS.—Reports from Key West state that U. S. gunboat *Honduras*, side-wheel, 3, *Britannia*, side-wheel, 4, *Magnolia*, side-wheel, 5, and *Hendrick Hudson*, screw, 6, had left Key West previous to February 23, for the purpose of capturing St. Marks, Florida.

THORN, screw transport steamer, was blown up by a torpedo while passing Port Anderson, Cape Fear River. She sank in a few minutes. No lives were lost by the accident. There was a report that some torpedoes had been planted in the channel since we took the fort, but the general belief is that the accident was caused by the vessel running upon one of these machines which had escaped notice when the naval boats were engaged in removing them.

UNION, screw, 5, Acting Volunteer Lieutenant-Commandant Edward Conroy, commanding, arrived Tuesday, March 14, from the East Blockading Squadron, by way of Fortress Monroe. The *Union* left this port on the 2d February. She reports all well. She brings home five officers and ninety sick and discharged men.

VELOCITY, schooner, 1.—N. W. Hammond, acting Volunteer Lieutenant, captured with the ship while becalmed in Sabine Pass, January 22, 1863, has been exchanged.

VARIOUS NAVAL MATTERS.

The disbursements at the Portsmouth Yard, for wages and salaries alone, have amounted to over \$2,500,000 during the past year.

The schooner *Delia*, captured off Bayport February 17 by the *Mahaska*, side-wheel, 8, is the 339th case on the docket of the United States Marshal at Key West.

The following is the list of decrees of distribution made by the District Court of the United States for the Southern District of Florida, in January, 1865:

The Ohio River has overflowed the levee at Mound City Naval Station. The officers' storehouses are approached only by boats. The billiard room in the basement of the hotel is filled with water, and billiard tables are not in as much demand as heretofore. The water is still rising at Cairo, and two small houses a few days ago from that city floated past the station. The flagship *Black Hawk*, paddle-wheel, 11, went to Louisville and Cincinnati for a day or two. Two of the ocean Monitors (so called in contradistinction to river boats) built at Cincinnati arrived at the yard.

There were employed at the Charlestown Navy Yard during the month of February 4,807 men; pay-roll for the month, \$272,806.51. The work is divided into 35 different classes in the following order: 51 writing clerks, 47 receivers of provisions and clothing, 37 receivers of naval stores, 33 gun-carriage makers, 68 boat builders, 1,023 ship-carpenters, 26 coopers, 63 gun-carriage makers, 161 joiners, 28 pattern-makers, 21 brass-finishers, 26 engineers, 124 moulder, 371 machinists, 18 plumbers, 343 smiths, 10 ordnance-smiths, 101 caulkers, 271 gunners, 498 carpenters' laborers, 163 inspectors' laborers, 413 yard laborers, 153 masons, 77 painters, 40 riggers, 129 rope-makers, 62 sail-makers, 66 ship-keepers, 54 teamsters, 28 watchmen, 24 coppersmiths, 20 tanners, 54 sawyers, 34 spar-makers, 237 boiler-makers.

The blockade-runner *Jupiter* is now lying at Philadelphia, visited by many, who find their curiosity very well repaid. She is said to resemble the celebrated *Winnans* "cigar-steamer" in extreme length in proportion to breadth of beam. She sits with elegant buoyancy upon the water, and is altogether a fine specimen of the best style of Clyde-built blockade-runners. Her capacity is not more than three hundred tons. Over her bow is a roofing about fifteen feet long, under which boats ready for immediate use were kept. She has double engines and two smoke-stacks, and her paddle-wheels are of remarkable size and breadth. She was captured at Wilmington, and had a cargo of medicines chiefly.

Name of Prize. Capturing Vessel. Decree.

Steamer <i>Mayflower</i>	Steamer <i>Union</i>	\$18,223 21
<i>Sloop Mary</i>	<i>Bark Roebuck</i>	8,643 00
<i>Schooner Linda</i>	<i>Schooner Beauregard</i>	1,066 16
<i>Sloop Florida</i>	<i>Schooner Honeysuckle</i>	1,104 72
<i>Sloop Resolute</i>	<i>Schooner Beauregard</i>	440 72
<i>Schooner Three Brothers</i>	<i>Steamer Nit</i>	1,446 28
<i>Sloop Hannah</i>	<i>Schooner Beauregard</i>	216 50
<i>Sloop Garibaldi</i>	<i>Schooner Beauregard</i>	4,770 80
<i>Schooner O. K.</i>	<i>Steamer Union</i>	2,592 84
<i>Schooner Maria Louisa</i>	<i>Bark Roebuck</i>	3,697 89
<i>Schooner Miriam</i> , 24.....	<i>Schooner Honeysuckle</i>	2,501 37
<i>Sloop Racer</i>	<i>Schooner Beauregard</i>	5,609 25
<i>Schooner La Altad</i>	<i>Steamer San Jacinto</i>	38,880 93
<i>Schooner Fly</i>	<i>Schooner Honeysuckle</i>	458 85
<i>Schooner Caroline Gertrude</i>	<i>Steamer Stars and Stripes</i>	15,218 54
67 bales cotton.....	<i>Steamer Glyde</i>	24,764 06

Total..... \$129,594 08

Up to the 1st of January, 1865, the prize court had decided the sum of \$2,990,307 98 in prize cases, for distribution, the total sales being \$3,307,999 32, showing that the expenses were only nine per cent. Of these expenses, \$125,000 were incurred in transportation to New York for sales there; but as the sales there were probably more advantageous than they would have been here, perhaps, the additional expenses have been more than met. Since the 31st of January last, six cases have been decided for distribution, amounting to \$11,000, and sixty more cases will probably be similarly decided in ten days. Among them is the case of the steamer *Cumberland*. The prize schooner *John Hale* and cargo were recently sold for \$14,000. The schooner *Delia*, in the same category, brought \$4,100.

On Monday, March 6, thirteen transports, accompanied by the *Commerce Head*, side-wheel, 6, Acting Volunteer Lieutenant-Commander E. Hooker; *Yankee*, side-wheel, 4, Acting Master Cook; and *Don*, flagship of the Potomac Flotilla, Commander Parker, proceeded up the Rappahannock River to Fredericksburg, with the intention of capturing or destroying a large quantity of tobacco known to have been sent there from Richmond. It seems some person found means for persuading the Richmond authorities to permit the transportation of 1,000,000 pounds of tobacco to Fredericksburg, to be there exchanged, pound for pound, for the same quantity of bacon. How the astute Rebels suffered themselves to be drawn into such a trap without having proper guarantees of safe conduct is incomprehensible. But the tobacco arrived at Fredericksburg all right, and pretty soon plenty of transports came, too—but not loaded with tobacco. On the contrary, a detachment of troops and sailors was landed, who took possession of the town, the Rebel garrison hastily vanishing. Over 200,000 pounds of tobacco were found in warehouses and brought away. The railroad depot was destroyed, with about thirty cars, some of them loaded with tobacco. This was all manufactured, and that brought away is estimated to be worth \$380,000. The railroad bridge in the rear of the city was destroyed, and a force went out some distance on the railroad, destroying culverts, bridges, etc. The country about Fredericksburg was scoured pretty thoroughly, and during the raid over 400 prisoners were taken. Our men several times came in contact with the enemy's pickets, and some shots were exchanged, but no one was hurt on our side. On the way down the river, both banks were found to be well lined with the enemy's pickets, Mosby's men being on the northern bank, but not a shot was fired from them, although at one place, where a number of them were seen, several shells were thrown into their midst. Several deserters made their way to the boats and gave themselves up.

CORRESPONDENCE.

The Editor does not hold himself responsible for individual expressions of opinion, in communications addressed to the JOURNAL.

WROUGHT IRON GUNS.

REFLECTIONS SUGGESTED BY MR. AMES' LETTER.

To the Editor of the Army and Navy Journal:

SIR:—Under a transparent veil of seeming simplicity, quite bombastic withal, Mr. HORATIO AMES, in his letter published in your issue of the 25th ult., exhibits a degree of egotism, as disagreeable to observe as it is unwarranted by his achievements thus far in the manufacture of wrought-iron guns. I am prompted by no captious spirit in speaking thus of this distinguished practical mechanic. On the contrary, I would essay to act the role of the good Samaritan toward him; and if successful—although he appears to ignore the investigation of physical laws—in awakening his caution, so that he may profit, at least empirically, by the experience of other gunmakers, I fancy it will not prove disadvantageous to him. It is to be hoped that Mr. AMES not only may give the service a powerful gun of *large* calibre, but that he may save himself both the expense and disappointment of fabricating a piece of that character which should turn out badly.

Mr. AMES asserts that he makes "the longest range gun, the strongest gun, both lengthwise and crosswise, and the 'most enduring gun known.'" Certainly, more cannot be said. Now, does he not clearly exaggerate his achievement by thinking his success unprecedented?

Wrought guns of as great calibre as the largest yet made by Mr. AMES, which is VII.-inch bore, those of both Armstrong and KRAUFP, for example, have shown as great if not a greater degree of strength. As strength governs the relation between the weight of the charge and the projectile, of course the other elements, as range, &c., are likewise governed by it. Strength is the indispensable condition for large charges of powder.

Armstrong guns, of the calibre of Mr. AMES' largest gun, have been turned out in England by the score. They have shown remarkable endurance, and there are but few instances of rupture on record. Indeed, their great strength is universally admitted. It should be observed, however, that any difficulty with the breech-loading apparatus is a separate question. I am simply speaking of the barrel itself. Nearly all which have been severely tested, in order to ascertain their actual strength, have proved to be fully as strong as AMES' VII. inch, and of the 3,000 guns manufactured up to 1863 on the Armstrong plan, none burst *explosively*. This is an important fact (see Report of Committee on Ordnance).

KRUPP has manufactured guns for many years. Previous to 1862, upwards of a thousand had been fabricated for European Governments, since which time his facilities have been greatly augmented, and he has constructed, and is now constructing cannon of the largest calibre. The extraordinary strength of KRUPP's wrought guns is too well known to require anything more at my hands than the statement of the fact, and he has built scores of guns of the calibre of Mr. AMES' largest which have exhibited fully as great strength as that gun. For example, one of KRUPP's guns rifled on the plan of ARMSTRONG—of the same calibre, so it happens, of Mr. AMES' piece—was fired over 100 rounds with charges of from 14 to 27 pounds, and with projectiles varying from 110 to 1,000 pounds weight, without sustaining any apparent injury; and one of his IX.-inch is stated to have fired 70 rounds with 50 pound charges and 300 pound projectiles, without showing injury. It will thus be seen that Mr. AMES' achievements in the gun-making line are not without precedent. KRUPP, particularly, has been prepared for some time to execute orders for guns by the hundred, of the calibre, and of as great strength has claimed by that gentleman for the largest he has built. Several 50-pounders manufactured by Mr. AMES, have exhibited excellent endurance and great strength; but it may be safely said that with the present facilities in wrought iron manufacture, the success of a piece of so small a calibre should not be regarded as a very wonderful achievement; he is certainly not the first, by any manner of means, who has constructed successful wrought cannon of this small calibre.

Wrought cannon may be divided into two classes, those made in one piece, that is built up like any large forging, so as to form, if perfect, one homogeneous mass; the other, made of a series of rings, muffs, cylinders or hoops placed one over the other. It is generally admitted that in guns built in the latter way, the tube which contains the bore should be depended on to resist the transverse strain, while the muffs, hoops, etc., which surround it, should be relied on to furnish the strength necessary to resist longitudinal rupture. KRUPP's guns may not, strictly speaking, come under either of these classes, as they are composed of an ingot of steel worked under a heavy hammer.

The principal difficulty in constructing large guns after the first method, is the liability in the process of manufacture, on account of the very high temperature to which the metal must be for a long time exposed, to destroy the fibrous nature of the iron in the gun—in other words, the metal becomes crystalline in structure. The endeavors of the gun makers should be to have the metal in the gun, after it is finished, of a fibrous character.

Yet, notwithstanding the difficulties in the way, several solid wrought guns have been forged which exhibited remarkable strength. The 13-inch horsefall gun may be cited as an example. This piece was built up in seven distinct layers or slabs, surrounding a core of nearly the whole length of the gun, the breech was brought up to the necessary size and strength by a series of hoops surrounding it at right angles to the axis and welded into the gun; it weighed before boring 25 tons. Such was the skill displayed in the selection of the metal and in the forging, that specimens taken from the gun for testing, exhibited a fibrous fracture. Over 7,000 pounds of powder and 60,000 pounds weight of shot have been fired from this gun.

The Oregon 12-inch wrought iron, forged, we believe, by the same firm, and now in the Philadelphia Navy Yard, is an example of the great strength obtained by *properly applied* hoops.

The Armstrong guns are built of a series of muffs, composed of long iron bars, first coiled about a mandrel, then welded, and placed one over the other. By this method guns of extraordinary strength have been produced. Mr. AMES' gun is built on the plan of solid forging, the peculiarity consisting in the method of preparing the pieces which are to be welded together. Short cylinders are first prepared, which are made up of three rings accurately bored and placed one within the other; the ring next the bore being a little longer than the rest so as to render a good weld more certain; it also has a hole in it sufficiently smaller than the bore to allow for boring. A piece is forged to form the extreme end of the breech, and on this piece one of the prepared cylinders is welded, and on that another, and so on until the required length is made up. In the 7-inch gun, which is 14 feet long and 28 inches in diameter at the breech, 27 of these cylinders were used, thus making 26 distinct welds across the gun; a serious objection, it would seem, when there is no continuous tube the entire length of the piece to resist strain in that direction, to say nothing of the various welds in the short cylinders themselves. It would also seem that there is no great advantage in this manner of building a solid wrought gun, over the old methods of arranging the metal in forged guns, as for instance the Horsfall, compared with which the 7-inch of Mr. AMES is a mere pop-gun.

By Mr. AMES' method the iron is necessarily exposed to as high temperature as the other with the disadvantage of the many continuous welds extending completely across the gun, and of course through the bore.

The impression is not intended, that a successful gun as large as the 12 and 13-inch solid forged gun, or the Armstrong built up 9, 10½ and 13½ inch cannot be made by this method, but it is quite a long stride from a 7 to a 13-inch gun. It cannot be doubted but that a gun of the small bore of Mr. AMES can be made fully as strong by either of the above old and well-known methods; he has thus far simply built what at the present time is no extraordinary performance, viz., a strong wrought-iron gun of 7-inch bore. Mr. AMES is so elated with the success of his small cannon, that he imagines he has eclipsed all other gun makers. But until he has constructed one of the calibre and strength now indispensable for iron-clad warfare, it would seem that a trifle more modesty would be more becoming. No doubt either of the principal forges, both here and in England, would contract to construct guns of the same calibre and strength as the 7-inch of Mr. AMES for the same price per pound.

I. N.

THE PETERSBURGH MINE.

LETTER FROM GENERAL LEDLIE.

To the Editor of the Army and Navy Journal:

SIR:—In your issue of the 11th inst. you published a synopsis of the report of the Court of Inquiry on the Petersburgh Mine, in which I among others was censured.

The first knowledge that I had that the Court of Inquiry ordered to investigate the circumstances attending the attack on Petersburgh had made a report, was derived from a résumé of the report published in the newspapers. I immediately wrote to the Secretary of War a letter, of which the following is a copy:

"WILLARD'S HOTEL, WASHINGTON, March 2, 1865.
"Hon. E. M. STANTON, Secretary of War:

"Sir:—On the 16th day of January, 1865, I forwarded to you my resignation as Brigadier-General of Volunteers; I did so in ignorance of the fact that the Court of Inquiry ordered to investigate the circumstances of the late attack on Petersburgh had made a report reflecting on my conduct in that attack. The first information that I received that any such report had been made, was derived from what purports to be a résumé of the report published in this morning's *Washington Chronicle*. In order that my reputation as an officer may be relieved from the imputations most unjustly cast upon it by this report, I most respectfully ask leave to withdraw my resignation, and that a Court of Inquiry may be ordered to investigate my individual conduct on the occasion referred to.

"I have the honor to be, very respectfully, &c., &c.
"JAMES H. LEDLIE."

This request was refused.

I am thus precluded from any opportunity to be heard on my own behalf before any proper tribunal upon the question of my individual conduct at Petersburgh.

I deem it not improper, therefore, to vindicate myself from the reflections which have been cast upon my conduct when in command of a division at Petersburgh. The Court of Inquiry, whose report has been published, was, so far as I was concerned, a purely *ex parte* affair. Neither of my brigade commanders were summoned before the Court to my knowledge, and only one of my staff officers. General BURNSIDE protested against the constitution of the Court, and endeavored to have it composed of officers who were not attached to the Army of the Potomac, and who had not been selected by General MEADE. His protest was disregarded, and the Court was ordered to proceed in its inquiry. Subsequent to the institution of this Court the Joint Committee of Congress on the Conduct of the War was directed "to inquire into and report the facts concerning the attack on Petersburgh." Of this Committee it can at least be said that it was impartial. At the close of their report they say "they wish to be distinctly understood that they in no degree censure the conduct of the troops engaged in the assault," and they bestow proper commendation upon the Ninth corps—in which I had the honor to command the First division.

Lieutenant-Colonel CHARLES G. LORING, Assistant Inspector-General of the Ninth corps, was summoned before this Committee, but was not before the Court of Inquiry. He testified as follows: "At about half-past two o'clock in the morning of the 30th (July), I went with General LEDLIE down to the front line, and we took our position very near the line, close in the rear of it, with his division, and waited for the mine to explode. There was a delay perhaps of three-quarters of an hour in the explosion of the mine, but I do not think that the enemy discovered at all that we had made any unusual preparations. As soon as the explosion took place the division started to go in. The first brigade that went in started from our line in three lines, with instructions to the brigade commanders to push

on at once to the top of Cemetery Hill. The crater presented an obstacle of fearful magnitude. I suppose it was a hole of about 200 feet in length, and perhaps 50 or 60 feet in width, and nearly 30 feet in depth. The sides of it were composed of jagged masses of clay projecting over loose sand. The upper surface had been of sand, with a lower stratum of clay. It was an obstacle which it was impossible for any military organization to pass over intact, even if not exposed to fire. The whole brigade was broken up in confusion, and had utterly lost its organization. The officers were endeavoring to re-form their men, but it was an exceedingly difficult operation. I remained there for about ten minutes. By that time the rest of the division had come up, and the whole of the First division was in the crater, or lines immediately adjoining. It was all in the same confused condition.

"I went back to report to General LEDLIE the condition his division was in, and to see if he could not rectify it. I then went up and told General BURNSIDE the state of affairs. From that time forward my position was very near General LEDLIE in our own front line."

On receiving the report from Colonel LORING, I immediately issued the proper orders, and took the necessary steps for relieving the confused condition of the division.

I am perfectly willing that the record of my conduct should stand upon this sworn statement made by Colonel LORING, with the simple addition of the fact that my life was saved on that occasion only because the ball which struck my person had not force enough to penetrate my watch. I was stunned and temporarily injured by the force of the ball, and then, for the first time, retired to regimental headquarters, which were being used as a hospital. I stayed there but a few minutes, and then returned to my post, where I remained until we received orders to withdraw.

I respectfully ask you to give this letter the same publicity as you did to the report of the Court of Inquiry.

Yours truly, JAMES H. LEDLIE.

NEW YORK, March 13, 1865.

PAY OF THE CREWS OF MONITORS AND OTHER IRON-CLADS.

To the Editor of the Army and Navy Journal:

SIR:—I would beg leave, through the columns of your paper, to call the attention of those who have the regulating of the Pay Department of the U. S. Navy, to the distinction which is now made in the above department between Monitors and iron-clads as regards petty officers and crew.

By Act of Congress, the pay of the petty officers and crew of a Monitor is *one-fourth* more than on a wooden ship of the same rate. For instance, the yeoman of a third-rate wooden ship receives \$35 per month, while on a Monitor of the same rate he receives \$43 75 per month. At the same time on an iron-clad of the same rate, and vastly inferior accommodation, he receives no more than on a wooden ship of the same rate with accommodation far superior to a Monitor even. The same occurs with a Surgeon's steward. If on a third-rate wooden ship in charge, he will receive \$40 per month, while on a Monitor of the same class \$50; a difference of \$10. But on an iron-clad the pay remains the same. If not in charge, he receives but \$25 per month, which must be admitted is small pay, when taking into consideration the amount of work to be performed on an iron-clad, but poorly ventilated; and a one-fourth added to this, making \$31 per month, no more than compensates for the amount of extra labor to be performed. The Paymaster's steward's case is like that of the Surgeon's steward, only that his monthly pay is \$8 per month more than a Surgeon's steward, making, with one-fourth added, \$41 25 per month.

But those who have the most cause for complaint, in reference to this distinction of pay between Monitors and iron-clads, are the firemen and coal heavers. On all Monitors there are blower-engines which keep the ship all the time of a cool temperature, and the fire-rooms are comparatively so. While such iron-clads as the *Atlanta* have neither blowers for the fire-rooms, nor proper ventilation for other parts of the ship.

During the months of June and July, 1864, the thermometer in the fire-rooms of this vessel ranged from 140 to 145 day and night; but for the fact that the ship was undergoing repairs in the month of August, there is no doubt the mercury would have risen to 150 or 155. The boys were, no doubt, thankful there were no watches to stand during that sultry month.

The reasons for an additional amount of pay on iron-clads are obvious, not only because of the confined accommodations and the heat, but the extra amount of clothing required and consumed. For instance, purser shoes at \$2 50 per pair, will last with care probably six weeks, while on wooden decks, they could be worn for months, and all kinds of clothing yield a proportionate wear. At the present high price of clothing, a landsman, for instance, will have all he can do to clothe himself from his monthly pay. Meanwhile, on Monitors, his fellow is allowed an addition of one-fourth to his monthly pay to cover this extra expenditure of clothing.

Should this distinction be made? If any distinction is to be made, why not in favor of the iron-clads?

Hoping these few hints may come under the eye of those who have the power to furnish a remedy, and thereby satisfy the class of men in favor of which this is written,

I am, &c., IRON-CLAD ATLANTA,
U. S. IRON-CLAD ATLANTA,
JAMES RIVER, VA.

LETTERS from the Army of the Potomac give full accounts of the recent *matinée* concert, which they say created as much excitement at the front as would a skirmish in the Academy of Music. The concert was by a troupe organized by Captain R. F. Halsted out of the different bands of the Sixth Corps. It was elaborated by several months of rehearsal, and given in a log chapel capable of seating about six hundred people. To accommodate the ladies visiting at City Point it took place in the day time. Programmes and invitations were printed. A large number of officers of high rank, including General Meade, were present, and the affair was an unqualified success.

REPORT OF THE SECRETARY OF WAR.

WAR DEPARTMENT, WASHINGTON, March 1, 1865.

MR. PRESIDENT:—I have the honor herewith to submit the annual reports of the several bureaus of this department. They were designed to accompany my annual report, which, by your permission, has been delayed until the Lieutenant General should furnish his summary of the military operations of the past year. His report has not yet been received, as the activity of the campaign in progress demands his unceasing attention. But the accompanying documents are now submitted, in order that, so far as can be done without injury to the service, they may be printed with the public documents of the present session of Congress.

SUMMARY OF THE YEAR'S WORK.

The military events of the past year have been officially published by this department from time to time as they transpired, and are fully known in every branch of this Government and throughout the civilized world. They constitute a series of successful marches, sieges and battles, attesting the endurance and courage of the soldiers of the United States, and the gallantry and military skill of their commanders, unrivaled in the history of nations.

The campaign of the Army of the Potomac, and the operations on the James river, the Appomattox and around Richmond and Petersburg; the masterly operations of our Army in Georgia, resulting in the capture of Atlanta, Savannah and other important military posts in that State; the reduction of the forts in the harbor of Mobile; the hard fought battles at Franklin and around Nashville, resulting in the rout of the Rebel Army in Tennessee; the succession of brilliant victories won by the Army of the Shenandoah; the successful storming of Fort Fisher; the capture of Wilmington, Columbia, and Charleston, and other achievements of less note, all contributing to the triumph of the Union cause and the suppression of the Rebellion, will be more appropriately detailed upon the coming in of the report of the Lieutenant-General.

That the administrative operations of the several bureaus of this Department have not failed to contribute to the success of our Armies is shown by the official reports of their respective chiefs.

THE ADJUTANT GENERAL'S DEPARTMENT.

The Adjutant-General reports the difficulties springing up from a sudden and vast increase of business measurably overcome in his bureau, clerks instructed and work systematized. Credit is justly due to both the officers and clerks for their fidelity.

DRAFTING AND RECRUITING.

Despite superior advantages for recruiting volunteers, greater success has been reached in the regular service than was anticipated. There are two depots for collection of recruits for the Army at large—one for infantry at Fort Columbus, New York, and one for mounted service at Carlisle, Pennsylvania. There are also fourteen depots for particular regiments established in different sections of the country. Sick and wounded officers have generally been employed on recruiting service, and when recovered they have been sent to replace others in the field who required relief.

Twenty-one depots are established in the principal States for collecting and forwarding to regiments volunteers and substitutes, and also drafted men. The Veteran Reserve corps has been of much service in guarding these depots, and escorting detachments to their regiments. There are also six special depots for recruits enlisted in Rebel States by agents from loyal States.

Boards of examination have been kept up to inquire into causes of absence from duty and alleged offences by officers. The effect has been to diminish the number of cases published and referred to the boards to three hundred and sixty-four for eleven months; whereas, before their organization, from one hundred to two hundred were reported monthly for absence without leave alone.

The status of chaplains seems to be misunderstood. From the working of the Act of April 9, 1864, section 1, it is thought by some chaplains that a new rank between that of major and captain is intended for them. This is supposed to be an error growing out of the use of the term "surgeon" in the Act, instead of "medical officer." The former assimilated rank of chaplains, in reference to allowance of quarters and pay proper, was "captain," and such should now be their rank.

Over two hundred flags, captured from the Rebels, have been received, properly labelled and deposited for safe-keeping.

Medals of honor have been awarded in numerous instances to private and non-commissioned officers for gallant services. The plan of awarding gold and silver medals to officers instead of brevets, to a certain extent, is commendable to notice. It should not supersede the conferring of brevet, especially in cases where such rank might be exercised in high commands.

The work of preparing official reports of battles, &c., for printing, in compliance with the resolution of Congress of May 19, 1864, is progressing as rapidly as possible, and all officers from whom such reports are due have been called upon for them.

THE PAYMASTER'S DEPARTMENT.

The Paymaster-General reports that the entire Army is paid to August 31, 1864, or in process of pay as rapidly as the treasury can supply funds.

He calls attention to the defective organization of his bureau, and strongly urges that the Paymaster-General have the rank of a brigadier-general; that there be two assistant paymaster-generals, with the rank of colonel, and ten deputy paymaster-generals, in addition to the two now provided by law, with the rank of lieutenant-colonel. He also recommends the adoption of a provision of law to the effect that any paymaster or additional paymaster, selected by the Secretary of War to take charge of a geographical pay district, shall have the temporary rank of lieutenant-colonel during such charge. He also reports that the clerical force of his bureau is efficient, and that no increase is believed to be at present required.

ORDNANCE DEPARTMENT.

The Chief of Ordnance reports that the fiscal affairs of that Bureau show a balance, July 1, 1864, of.....\$3,122,679 11 Appropriations.....42,015,000 00 Miscellaneous receipts.....141,023 01

Total means.....\$45,270,002 12 Expenditures during the year.....38,502,822 99 In treasury and public depositories June 30, 1864.....\$7,776,179 13

The estimates for the next fiscal year are based on expenditures for a similar period last year, taking into consideration remaining balances and supplies on hand. The supplies produced during the past fiscal year include 1,750 pieces of ordnance, 2,361 artillery carriages and caissons, 802,525 small arms, 794,055 sets of accoutrements and harness, 1,674,244 projectiles for cannon, 12,740,146 pounds of bullet and lead, 8,409,400 pounds of gunpowder, 169,390,023 cartridges for small arms. These are complete articles, in addition to large quantities of the same kind of supplies partially made up at the arsenals.

The ordnance supplies furnished to the military service during the fiscal year include 1,141 pieces of ordnance, 1,836 artillery carriages and caissons, 455,910 small arms, 502,044 sets of accoutrements and harness, 1,913,753 projectiles for cannon, 7,624,685 pounds of bullet and lead, 461,549 rounds of artillery ammunition, 152,067 sets of horse equipments, 112,087,553 cartridges for small arms, 7,544,044 pounds of gun powder. These supplies were in addition to large quantities of parts provided for repairs in the field.

The capacity of the arsenals for the manufacture of munitions of war has been increased during the year, and that increase is still going on, so far as the means appropriated will admit. Supplies manufactured at the arsenals are of better quality and less cost than similar articles obtained by contract or purchase.

The national armory, at Springfield, Massachusetts, can turn out one hundred thousand of the best quality of rifle muskets annually.

Possession has been taken of Rock Island, Illinois, in pursuance of an act of Congress, and the requisite buildings for an arsenal there are in progress.

There is on hand a stock of three-quarters of a million of first class rifle small arms, exclusive of the arms in the hands of the troops, since increased to a million and a quarter.

The introduction of breech-loading arms for the military service generally is recommended.

The selection of a site for a general depository of gunpowder, and the erection of suitable magazines thereon, is recommended. In that connection, the construction of a government powder-mill of sufficient capacity to make standard and proof powder and gun cotton, is also recommended.

The procurement of a suitable ground for the proof and experimental firing of ordnance and small arms is urgently advised as a most essential want of the military service.

A heavy twenty-inch gun has been successfully cast and finished, and is ready for trial. The object of the trial is to demonstrate whether the destructive effects of such a gun, warranted by theory, will be practically realized, and to settle the question of the largest effective calibre for sea-coast cannon.

The Armies in the field have been amply supplied with good and effective arms, equipment and ammunition, and the armament of our fortifications has been kept in good order, and strengthened during the year.

THE ENGINEER'S DEPARTMENT.

The Chief Engineer reports that the operations of his bureau for the last year embrace special efforts to prepare the coast defences to receive the heavier and most suitable artillery for combating iron-clad vessels, the construction of field works and lines with the Armies in the field; the preparation and service of pontoon bridge equipment, and the reduction of the enemy's works on Morris Island, at Fort Morgan and Fort Gaines, by siege operations.

Much information, in campaign maps and other forms, has been prepared and disseminated, the survey of the lakes has been satisfactorily continued, and progress made in the repairs and preservation of harbor works, for which appropriations were made at the last session of Congress.

The expenditures of the year, including the maintenance of the Military Academy, amount to \$6,345,191 74.

A board of engineers, ordered by the War Department in January, 1864, to examine the system of our sea-coast defences, has performed its duties, recommending the modifications made necessary in them by the introduction of increased calibres and rifle guns, and to enable them to combat effectively iron-clad hostile fleets. Earth as a material for parapets and ramparts is now (as it has been from the earliest employment of battering artillery) found to be the best as well as the most economical resisting mass to oppose an enemy's fire, both on the land and sea fronts. This material is uniformly adhered to, wherever the locality permits.

Nine officers of engineers, out of a total number of eighty six, have been lost during the year by death; all of them have given their lives to the service of the country.

During the year twenty-seven cadets completed the course of studies and practice in the Military Academy, and were commissioned in the Army. The smallness of this number grows out of the resignations which occurred in this class in the beginning of the Rebellion. The classes at this time have the usual strength corresponding to congressional representation.

THE COMMISSARY GENERAL'S DEPARTMENT.

The Commissary General of Subsistence reports that the supplies of subsistence stores have been mostly purchased in Boston, New York, Philadelphia, Baltimore, Washington, Cincinnati, Louisville, Chicago, and St. Louis. Beef cattle were furnished by contracts of short duration at most convenient places, and driven from the places of purchase to the field. Most of the stores were purchased by advertising, accepting the lowest bids offered for suitable articles at cash prices. Attempts have in some cases been made by individuals and associations to monopolize and control the prices of articles required by the subsistence bureau, thereby creating much difficulty.

The Armies have been supplied with good and wholesome food, and large numbers of prisoners and suffering Union families have been furnished with subsistence. Generally the contractors and others have faithfully complied with their obligations. Officers employed in this branch of the service, with but few exceptions, have performed their duties with promptness in the field and at depots. During the year ending June 30, 1864, fifty-two thousand four hundred and eighty-two quarterly or monthly accounts have been examined and referred to the Treasury Department.

THE QUARTERMASTER-GENERAL'S DEPARTMENT.

The report of the Quartermaster-General contains a statement of the operations and expenditures of the bureau under his control during the fiscal year.

The clerical force authorized by law is, in his opinion, still insufficient to make that prompt examination of accounts and reports of disbursing officers desirable, and indeed necessary to secure rigid accountability for the expenditure of the public money and property.

An extension of the increase of compensation granted by the last Congress to clerks of the lower grades, so as to include those of higher grades, is recommended by the Quartermaster-General in view of the increased cost of living in Washington.

The Quartermaster-General gives an account of the measures adopted under the orders of the Secretary of War for equipping, supplying and moving the large Army which, concentrating last November on the banks of the Tennessee, fought under General Grant the battle of Chattanooga and opened the way for the victorious campaign of the Army under General Sherman, resulting in the capture of Atlanta and the operations which are now in progress in the State of Georgia. The vast efforts made, the wonderful resources in men and material developed, the manner in which the steamboat and railroad interests, the agricultural and mechanical products of the Valley of the Mississippi, were laid under contribution in feeding, supplying and moving a vast army in an advance of over three hundred miles from its secondary, and four hundred and fifty miles from its primitive base, are described. The record is one creditable to the people who have developed such vast resources and placed them so patriotically at the disposal of the Government, and also to the officers, their agents in this great work.

The report gives tables of the quantities of the principal military supplies, fuel, forage, clothing, and materials purchased, transported, and used during the year. It also contains statements of the steamboats employed upon the Western rivers and of the steamers and other vessels upon the Ocean, engaged in the transportation of troops and supplies.

In this service it is believed many abuses have been reformed and great economies have been effected during the past year. The indications derived from Congressional examination and reports have been followed up with advantage to the service.

The Army has been well supplied with all the essentials of military equipment, and with fuel, forage and all necessaries.

The losses by capture and destruction of trains, by the burning of transports by incendiaries employed by the Rebels, have been great, but the movements of the Armies have seldom been delayed by them.

The most severe losses of material during the year have been the destruction of a portion of the train of the Army at Chattanooga in the fall of 1863, and the consequent destruction of animals there, and in East Tennessee, the destruction of steamers on the Mississippi and Ohio by incendiaries; the loss of the trains during the Red River expedition; and to these may be added the destruction of a train of two hundred wagons, near Fort Smith, in Arkansas, since the close of the fiscal year.

MILITARY RAILROADS.

As the Rebel armies are beaten back, they burn all important railroad bridges, tear up the railroad tracks, destroy the water stations, damage the machinery and rolling stock, and do all that is in their power to render the railroads useless to our Armies.

The Armies are obliged to follow generally the natural lines of transport and communication and the lines by which the enemy retreats. All the railroads north of the Potomac, and of the Tennessee and Cumberland, and within the territory which our Armies have penetrated, have been alternately in the hands of the Rebels and of our own troops. When abandoned by the enemy, their immediate reconstruction and operation becomes a military necessity.

Colonel (now Brevet Brigadier-General) D. C. McCollum has been placed as military director in charge of this work. He has organized an efficient construction corps, provided rolling stock for which it was necessary to make onerous demands upon the manufacturers of the loyal States. The report of Colonel McCollum is a record of the expenditure of over eleven millions of the appropriations of the quartermaster's department. It gives information upon the means and the cost of supplying an army by railroad, and the manner of repairing and reconstructing railroads in a hostile country, which is of great interest to soldiers and engineers. The results are remarkable triumphs of military and engineering skill, creditable to the system under which they have been accomplished, to the officers and men engaged in the work, and to the

country which has displayed such energy and such resources in defending and asserting its integrity. Already a thousand miles of railroad have been operated by this department in connection with the movements of the Armies.

The mobility of the Armies has increased. The opinion held by some officers of rank in the earlier history of the Rebellion that an army could not be maintained except within reach of a navigable river or railroad has been dispersed by such marches as those of General Sherman from Vicksburg, east of Meridian, and back to Vicksburg, from Memphis to Knoxville, and back to Decatur, at a time when the railroads were not in operation; that of General Burnside from Cincinnati and Louisville, through Southeast Kentucky, to Knoxville; that of Lieutenant-General Grant from Washington to Petersburg, and the march of General Sherman from Atlanta toward the coast.

The organization of this bureau has been much improved by the law of the 4th of July last. The grades of rank and authority being now in proportion to the duties and responsibilities, the officers work with greater success. The present organization is fully detailed in the report of the Quartermaster-General, and no further changes are thought necessary.

The agreement made by the War Department with a convention of railroad companies, held in this city early in the war, has remained in force. The railroads have continued to do the work of the Government at the prices then established, except as modified by the internal revenue laws, though below those then charged to private citizens, which have since been considerably increased.

A few railroads, subject to depredations by the enemy, from their being in districts where the department has not been able to give them entire protection and safety, some advance in rates has been granted.

MILITARY TELEGRAPH.

The telegraph has continued to be a most efficient and valuable aid to military operations. Six thousand five hundred miles of military telegraph have been in operation, of which three thousand miles have been constructed during the year. About one thousand persons have been employed in this work. The efficiency and fidelity of the officers and operatives of the military telegraph deserve special recognition.

Fold reports are given of the quantities of clothing, camp and garrison equipment furnished to the Armies during the year. No difficulty has been found in procuring ample supplies of good quality from domestic manufacturers, with the exception of tents and blankets. In a portion of these, imported materials have been used, as the domestic manufacturers have not yet been able to supply all that were needed. Some frauds have been committed, the authors of which it is believed will be brought to justice by measures now in progress. Some have already been convicted and sentenced to the penitentiary.

The vast supplies of forage needed for our Armies have been furnished generally with regularity. The difficulty of transporting so bulky an article as hay has caused some irregularity in its supply to Armies in hostile districts, and it is remarked in this connection that the Armies in actual movement draw less heavily upon the means of the department than those which rest long inactive in districts exhausted of supplies, and therefore drawing every necessary from the distant loyal territory.

The trains of the Army are reported to be in good condition, thoroughly organized, movable, perfect in material and equipment, and well supplied with animals and the means of repair.

The purchase of horses for the cavalry was, during the fiscal year, under the direction of a branch of the Quartermaster-General's office, organized especially for that purpose, in connection with the Cavalry Bureau. Since the reorganization of this office under the law of July 4, 1864, the purchase of all horses and mules for cavalry, artillery, and the trains has been placed under the charge of a single division of the Quartermaster-General's office. It is believed that this has resulted in advantage to the service by securing more direct and speedy responsibility, and a better and more uniform inspection. The supply of animals has been at the rate of about five hundred per day, which is also the average rate of their destruction. The cavalry of the Army of the Potomac was twice remounted during the first eight months of the present year. The production of the country seems to be able to bear the increased drain upon its horses and mules, and the stock, judging from the current prices, gives no sign of exhaustion or diminution.

The quartermasters' trains of our Armies average one wagon to every twenty-four men in the field; and an army in the field, well equipped, with artillery, cavalry, and trains, requires one horse or mule, on the average, to every two men. The number of horses and mules is nearly equal.

The ground appropriated for a cemetery near the "Soldiers' Home," in the District, having been filled, a national military cemetery has been established at Arlington, on the south bank of the Potomac, in which several thousand interments have already been made. The names of the soldiers there buried are registered. Those who fell repelling the attack on the capital last July have been buried on the battle-field north of Fort Stevens. It is recommended that Congress provide for the erection of a monument to them.

For the better protection of the depots of the Quartermaster's Bureau from Rebel raids, the Quartermaster-General was directed to cause the persons employed in this department, at the principal and exposed depots, to be organized into military companies and regiments for internal guard duty and for local defence. This organization at Washington, Nashville, and Louisville has brought into the service, as an aid to the regular troops, a force of several thousand men. They have, both in this District and in Tennessee, been called upon several times during the last year to take the place of regular troops on guard and in the trenches, and have done good service at Washington, Nashville, and Johnsonville, all of which depots have been threatened or attacked by the Rebel armies.

THE COLORED MAN.

The Quartermaster-General states that the views expressed in his report of 1862, in regard to the aid to be expected and derived from the colored population, have been confirmed by two years' experience. These persons have been extensively employed in the labor of the Quartermaster-General's bureau, where each one so employed releases a white soldier from labor, and restores him to his place in line of battle. Their extensive enlistment has created a demand, however, beyond the supply; application being made to the Quartermaster-General for such labor with the Armies before Richmond, which he was unable to provide, he endeavored to procure colored men from the departments of the Atlantic and Gulf coast, where it was publicly reported that they were suffering for want of employment. None could be obtained from those departments, however. The commander of one of them reported that they were all wanted for labor necessary to the success of military operations or for other public service, and that not a man, woman, or child could be spared.

The Quartermaster General makes honorable mention of the labors and services of some of the officers of his bureau, who have been engaged in the most important operations and have most contributed to the general success of our Armies.

THE PACIFIC RAILROAD.

Reference is made to the danger of interruption of our military communications with the States on the Pacific coast by war, and the difficulty of supplying Armies and defending these portions of the Republic when the only military communication not exposed to a hostile fleet is a wagon road across the continent, as mentioned. The early completion of the Pacific Railroad is called for as a military precaution deserving attention and the fostering care of the Government.

THE SURGEON-GENERAL'S DEPARTMENT.

It appears from the report of the Surgeon General that the funds received from all sources, and available for the expenses of the medical department, for the fiscal year ending June 30, 1864, were... \$12,263,981 Disbursements.....\$11,025,791 Balance remaining in the treasury, June 30, 1864.....\$9,435 Balance in the hands of disbursing officers.....\$23,061

One hundred and eighty-two hospitals, with a capacity of eighty-four thousand, four hundred and seventy-two beds, were in operation at the date of the last annual report. During the summer campaign it was found necessary to establish additional ones, and increase the capacity of those nearest the scenes of active operations, giving one hundred and ninety hospitals, with a capacity of one hundred and twenty thousand, five hundred and twenty-one beds on June 30, 1864. During the year, the health of the entire Army was better than is usual with troops engaged so constantly on active duty and in arduous campaigns. No destructive epidemics prevailed in any section, and the number of sick and wounded, although large, has been comparatively small in the proportion it bore to the whole Army. At the close of the year, the number of sick and wounded, both with their commands and in general hospitals, was less than sixteen per cent of the strength of the Army. The number sick with their respective commands was four per cent, and in general hospitals five and three-tenths per cent. wounded, nearly one per cent. were with their respective commands; the rest in general hospitals.

The establishment of medical depots within reach of armies in the field, and their prompt supply upon the field of battle; the transportation of sick and wounded by ambulance, railroad, and hospital train

ports; the sufficiency and successful administration of the best system of general hospitals; the sanitary precautions, as well as all minor details of this department, tending to the greater comfort of the sick and wounded, as well as to the health and efficiency of the troops, have during the year undergone the severest possible test, and in no instance have the movements of successful generals been impeded or delayed from any cause within the control of the Medical Department.

House Bill No. 543, Thirty-eighth Congress, having passed the House of Representatives, was not reached in the Senate, and awaits final action. The proposed and well-deserved promotion of meritorious medical officers cannot fail to increase their efficiency, by placing them upon an equal footing with those of other staff corps in regard to local rank, and it is respectfully submitted that the faithful performance of arduous duties by officers of the medical staff should be recognized and rewarded by brevets equally with the other branches of the service.

The Army Medical Museum continues to increase in value, and is already one of the most instructive pathological collections in the world. A descriptive catalogue is in course of preparation, an examination of which will, it is thought, fully establish the importance of this institution in connection with the surgical and medical history of the war.

PROVOST-MARSHAL-GENERAL'S DEPARTMENT.

From the report of the Provost-Marshal-General will be seen—

First—The efforts made during the year to perfect the enrollment of the national forces, the lists on the 1st of November last containing the names of 2,784,236 men.

Second—The results of the drafts made in 1863 and 1864, given in tabular form, from which it appears that, on the 31st day of July last, there was no material deficiency in the United States on the quotas of troops required, such localities as were behind having been drafted for the amounts due from them. The draft made under the call of July 18, 1864, was in progress at the date of the Provost-Marshal-General's report. This draft came on during the heat of the late Presidential campaign, and resistance to it was threatened in many places, and in some actually organized. The Provost-Marshal-General justly claims special credit for the officers acting under him for the firmness and fairness with which they executed the law of Congress and the orders of the Government in making this draft, and for the success which attended their efforts.

Third—The results of the volunteer recruiting service, under the different calls for troops, dated February 1, March 14, and July 18, 1864, are given. In reference to the re-enlistment of veteran volunteers during the fall of 1863, the Provost-Marshal-General says:—“Over a hundred and thirty-six thousand tried soldiers, who would otherwise ere this have been discharged, were secured for three years longer. Organizations which would have been lost to the service were preserved and recruited, and capable and experienced officers were retained in command. The force thus organized and retained has performed an essential part in the great campaign of 1864, and its importance to the country cannot be over-estimated.”

I concur in the foregoing remarks, and know of no operation connected with the recruitment of the Army which has resulted in more advantage to the service than the one referred to.

The results of the recruitment under the act of July 4, 1864, for recruiting in Rebel States, are reported as unfavorable.

Fourth—Commutation money received up to November 1, 1864, from drafted men, while permitted by law to secure exemption by payment of \$300 each, is appropriated by act of Congress “for the expenses of draft, and for the procuration of substitutes.” A large part of it has been used, and the remainder is required for other purposes.

Fifth—The Provost-Marshal-General reports activity on the part of his officers in the arrest of deserters and stragglers, 39,392 having been arrested between October 1, 1863, and October 1, 1864. The total number arrested from the establishment of the bureau to October 1, 1864, being 60,760.

Sixth—The Provost Marshal-General reports the Veteran Reserve corps as consisting, October 1, 1864, of 784 officers and 25,738 men; its discipline and instruction good; and that the entire corps is doing duty which would otherwise have to be performed by an equal number of able-bodied troops detached from the Armies in the field, and that it is yet inadequate in numbers to fill the demands made on it.

Seventh—The medical statistics of the drafts, presented in a series of tables, are referred to by the Provost-Marshal-General as worthy of special attention.

Eighth—The total disbursements on account of enrollment and draft, including all the expenses of the bureau for the year ending October 31, 1864, are given at \$4,016,728.56. The amount expended during the year ending September 30, 1864, from the appropriation for collecting, organizing, and drilling volunteers, is given at \$4,198,071.17. Amount expended from the same fund during the preceding year, \$7,789,237.40. Amount expended during the year ending September 30, 1864, for pay of advance bounty to volunteers, \$14,658.203.

No appropriation of money is asked for any branch of this bureau during the ensuing year.

JUDGE-ADVOCATE-GENERAL'S DEPARTMENT.

As will appear from the accompanying report of the Judge-Advocate-General, the business of this bureau has continued steadily to increase. Its important duties are believed to be faithfully performed, while, as was anticipated, the new organization given to the office by the act of last session is found to have added much to the efficiency of its operations. A digest of the opinions of the Judge-Advocate-General upon current questions of military law, which has been published and distributed throughout the Army, will, while affording valuable instruction to inexperienced officers, contribute to produce that uniformity of decision and action so much to be desired in the administration of military justice.

EXCHANGE OF PRISONERS.

The general exchange of prisoners effected under the instructions of this department by Lieutenant-General Grant is in course of diligent execution, and it is hoped that all of our prisoners who are in the hands of the Rebels will soon be returned. A furlough of thirty days is extended to them as they are returned to the camp at Annapolis.

To the chiefs of bureaus and their subordinates the thanks of this department are due for their unwearied industry, vigilance, and general fidelity in the discharge of their respective duties.

EDWIN M. STANTON, Secretary of War.

NOTICES TO CORRESPONDENTS.

The Editor of this JOURNAL will always be glad to receive from officers in the two services, correspondence and general communications of a character suited to its columns. It is necessary that the name of the writer should, in all cases, accompany his communications, not for publication, but as a guarantee of good faith.

Officers are especially requested to give us early notification of all personal matters of general interest; of the movements of vessels; of casualties among officers; and military and naval events.

The Editor will, at all times, be pleased to respond, in these columns, to inquiries in regard to tactical and other matters.

The subscription price of THE ARMY AND NAVY JOURNAL is SIX DOLLARS a year, or THREE DOLLARS for six months, invariably in advance. Remittances may be made in United States funds, or Quartermaster's, Paymaster's or other drafts which should be made payable to the order of the Proprietor, W. C. CHURCH.

Subscribers who fail to receive their paper promptly, will please give immediate notice of the fact.

Subscribers ordering the address of their paper to be changed, should be careful to give their previous address.

The Editor does not hold himself responsible for individual expressions of opinion, in communications addressed to the JOURNAL.

The postage on the JOURNAL is twenty-five cents a year, payable quarterly in advance, at the office where received.

All communications should be addressed to the ARMY AND NAVY JOURNAL, New York.

The following promotions and appointments to be field officers are announced by the Governor of Massachusetts:—Captain James Tucker, to be Lieutenant-Colonel Twenty-fifth regiment of Infantry, January 1, 1865, vice Moulton, mustered out; Major Horace N. Weld, to be Lieutenant-Colonel Fifth regiment of Cavalry, February 15, 1865, vice Adams promoted Colonel; Captain Albert R. Howe, to be Major Fifth regiment of Cavalry, February 15, 1865, vice Weld, promoted.

BOUND VOLUMES OF THE JOURNAL.

The Publisher of the ARMY AND NAVY JOURNAL has hitherto been unable to meet the large and unexpected demand for the first bound volume of the paper. To supply this demand it became necessary to stereotype the greater part of the numbers for 1863 and '64. This caused much vexatious delay in responding to orders for the bound volumes. Now, however, the work of stereotyping has been completed and a full supply of the first volume, handsomely bound in cloth, has been obtained. The price of this volume bound in cloth is \$7.50; in half morocco \$10. Gentlemen in the Army, who wish the volume sent to them by express, should enclose the amount of the express charges, which average about \$1.60, as these are required by the companies to be paid in advance.

U. S. ARMY AND NAVY JOURNAL.

NEW YORK, SATURDAY, MARCH 18, 1865.

THE NEW POSITION.

THE forces of the Union have now all arrived in position on the great strategic theatre of the war. The primary combinations are completed, and, in one quarter of the field, have already given way to the evolutions of battle. It has been clearly demonstrated that the threatened movement from Wilmington has been made secondary to the movement from Newbern; and that the co-operative column of SCHOFIELD, which once threatened to advance against Raleigh and Goldsboro', on the line of the Wilmington and Weldon Railroad, has adopted, instead, the line of the Atlantic and North Carolina Road. For this latter purpose, the Twenty-third corps was withdrawn from Wilmington, and sent around by transports to Newbern. PALMER's permanent garrison at that point, the provisional division sent from Tennessee, and the Twenty-third corps, were formed into a strong Army, under direct command of Cox, but superintended by SCHOFIELD himself. In three divisions this column marched upon Kinston, and, at the latter point, on the 8th, it encountered BRAGG's whole army. It met a severe check, losing 1,500 men and three guns. Elated by his success, and desirous to complete his victory before the arrival of reinforcements, BRAGG attacked SCHOFIELD with great fury in his new line, three miles back, but was severely beaten away, after suffering as great loss as he had inflicted two days before upon us. The failure of this experiment, and the arrival of COUCH's division of the Twenty-third corps from Wilmington, forced BRAGG to retire across the Neuse to Kinston, burning the bridge behind him. Upon that point SCHOFIELD quickly advanced, and, on the 11th, BRAGG retreated up the railroad to Goldsboro', leaving our troops in possession of the handsomely-disputed town.

The important movements thus briefly summarized disclose the fact that the enemy has decided to contest the occupation of Raleigh and Goldsboro'; and that it was for this purpose he made his first resistance at the outpost of Kinston. They also serve to show, that the enemy has abandoned the line of the Northeast Cape Fear River, and has taken up the line of the Neuse, on which latter the three cities just named lie. That abandonment, of course, made it certain that SHERMAN's overland march from Cheraw to Fayetteville would not be contested in front; and that the familiar demonstrations on his left flank and rear were all that he had to guard against. It is probable, therefore, that nothing more than a picket force of the enemy is now to be found between Fayetteville and Wilmington, or even on the Weldon Railroad farther south of Goldsboro' than Warsaw and Kenansville. The chances are that the whole railroad has been abandoned, except by videttes, as far north as Goldsboro' itself. This change of position, on the enemy's part, from Wilmington to Goldsboro' has given him, it is true, greater facilities for checking our advance from Newbern. But it was directly compelled by our own prior move between these two points. And even if it had not been forced by SCHOFIELD's easterly advance, it would soon have ensued from SHERMAN's flanking demonstration, which threatened to cut off the line of BRAGG's northerly retreat, and force his surrender. Our own advance from Newbern rather than Wilmington was dictated, probably, by several reasons—partly by its greater proximity to Fortress Monroe, and its greater facility of communication both by land and water with the North; partly, perhaps, from the excellent navigable condition of the Neuse as far up as Newbern; but certain from the fact that our base at Newbern is much nearer Golds-

boro' than the base at Wilmington, the distance being 54 miles in the former case, and 80 in the latter.

Independent, however, of considerations of propriety or impropriety, General SHERMAN's orders, given weeks ago, for the advance from Newbern were imperative. We may safely rely, therefore, on the fact, that he has blocked out the plan in the right way, and that the Newbern column will reach Goldsboro' at the time and in the manner designated. TERRY's column at Wilmington (the same troops that took Fort Fisher) will go up the Weldon Railroad in due time; but there is much work to be done first on the wharfs and warehouses of Wilmington, and much more in repairing the railroad.

Meanwhile, the chief actor in the opening Carolina drama, to prepare for whose appearance these preliminary scenes were enacted, has made his *début* on the grand stage. Reported by the enemy as “stuck in the mud in one of the Southern States,” SHERMAN has been leisurely marching his Army through the enemy's country, feeding it as Confederate soldiers vainly hope to feed. A grand concentration under JOHNSTON at Charlotte had made due preparations to “bag” him. But SHERMAN, true to his old policy, turned to the East, and moved rapidly past the flank of his adversary, who found himself once more outgeneraled in having collected a force where it was not needed. JOHNSTON, giving up his plan of destroying SHERMAN, now bent his attention to saving BRAGG. He found himself forced to follow SHERMAN in escort; and, in spite of the few rude dashes of HAMPTON's cavalry, it must be owned that the escort has kept at a respectful distance. JOHNSTON, however, has really done all that he was capable of doing with his inferior force against so able an adversary; and, unlike some other Confederate Generals, he may congratulate himself that, if he has done no harm to SHERMAN, he has done little to himself.

But, is SHERMAN's Army, after its march of 500 miles, in condition to enter on the Waterloo campaign of the Rebellion? It is better fitted for that purpose than the veteran Army of LEE itself. SHERMAN briefly reports:—“We are all well;” and the last utterances of the enemy on that subject were:—“The troops were under strict discipline and orders, in the best condition, well-clothed, and well shod. They marched as if they had just started on their expedition, instead of having been out for weeks. The General himself appeared in good spirits and confident of success.” Wherever that Army has marched, its drums have beat the music of victory. Its leader now bursts into the great field of conflict to direct the Grand Campaign of North Carolina. SCHOFIELD's column is already in circuitous communication with SHERMAN, and before a week will be in direct support. These two forces—numbering more than 80,000 men—will be sufficient, directed by the genius and skill of SHERMAN, to give the Campaign a happy termination.

THE XV-INCH GUN.

In the JOURNAL of the 25th ult., we referred to the severe remarks of the English press on the efficiency of the 15-inch gun. The criticisms, the reader will remember, were based on the fact that the Monitor which carried this ordnance in the battle in Mobile Bay, did not inflict greater damage upon the Confederate iron-clad Tennessee. It was hoped this question would be considered of sufficient importance to be officially investigated, because, if the assertions made with respect to the deficiency of this important class of cannon are true, it is evident that the sooner this is acknowledged the better for the strength and repute of our Navy. But the London *Times* having again seized on this point for another attack on our iron-clads, we owe it to the country to ascertain why our great gun did not do more execution in the battle, or at least to present facts from official reports, that the world may arrive at a correct conclusion on so important a subject. By this course the *prestige* of our heavy artillery will be sustained; for from the consideration of first principles, the fault cannot be in a gun which hurls a 440 pound shot with 60 pounds of powder; there are too many data from which to judge of its power for this to be doubted.

On the morning of June 17th, 1863, the Confederate iron-clad *Atlanta* engaged the Monitor *Weehawken* in Warsaw Sound. Such was the brevity of the

action, that the Monitor *Nahant*, lying a short distance from her consort, did not participate in it. The Confederate was confident of being able to capture both Monitors. The action on the part of the *Weehawken*, which was distant 350 yards from the *Atlanta*, commenced at 5.15 A. M.; at 5.30 A. M., the enemy hauled down his colors, and delivered his sword to Captain RODGERS.

The armament of the victor consisted, of course, of two guns; one 11-inch, mounted on a 15-inch carriage, and the usual 15-inch. From these guns five rounds were fired. Four of these shot struck the *Atlanta*, two of which were 15-inch, the 11-inch doing no execution worth mentioning. One 15-inch struck the inclined side of the Confederate, and, although at an angle of fifty degrees with his keel, "broke in" the armor and wood-backing, strewing the deck with "splinters, prostrating forty men by the concussion;" sixteen were wounded and several killed. The other 15-inch shot "struck the top of the pilot-house, " knocking it off, wounding two pilots, and stunning "the men at the wheel." Two 15-inch shot fired from one gun, with the comparatively low charge of thirty-five pounds of powder, carried the day, the smashing effect of the ponderous projectile proving irresistible. Shortly after this action, extended experiments were made, and the charge was increased to sixty pounds, thus nearly doubling the power of the gun.

The iron-clad *Tennessee* was a vessel similar to the *Atlanta*, the chief difference being that the former had the armor on the forward part of the casemate a little thicker. The armament was also nearly the same; the *Tennessee* mounting two more 6-inch rifles. At ten minutes before eight A. M., August 5, 1864, Admiral FARRAGUT's fleet had passed the forts; shortly after, the struggle with the *Tennessee* commenced, and the conflict terminated by her surrender at ten A. M. The Monitor *Manhattan*, carrying two 15-inch guns, was the only vessel equipped with this calibre, which engaged the ram. During the battle, according to the official reports, she fired six 15-inch shot at her with fifty and sixty pound charges.

The ranges are not stated. Four of the shot are said to have struck the engine, but the Board which examined her after capture report serious damage to have been inflicted by one only of these shot; the rest, if they struck, evidently did so at such an angle as not to exert their force in damaging the armor. The one which occasioned the important injury must also, from the nature of the wound, have struck at an acute angle, and was probably fired at long range, yet it "knocked a hole through the armor" and backing, leaving on the inside an undetached "mass of oak and pine splinters, about three by four "feet, and projecting inside the casemate two feet "from the side." This is the only 15-inch shot which appears to have struck the ram at all; the rest merely grazed. It cannot be doubted that the effect of two or three of these heavy shot, driven with these large charges of powder, at short range, and at nearly right angles to the keel of the ram, would have been fatal. The guns certainly cannot be censured that they were not thus delivered. For example, let us suppose the turret containing the 15-inch guns, had ranged alongside the ram, at, say 200 yards, and fired two or three shot with the service charge of sixty pounds and levelled guns, and this could certainly have been done in less than five minutes after the position had been attained; not even the London *Times* will question the result. The original *Monitor* fought alongside the *Merrimac*, at times actually touching her sides and exposed for hours to her broadside—as powerful as the *Tennessee*'s—without receiving injury either in hull or turret. Now, if the *Monitor* had been armed with but one 15-inch gun, it is quite certain the battle would have been decisive, besides being finished in a few minutes instead of hours.

There is another point which it may be instructive for the *Times* to notice; that is taking into the account the great damage actually sustained by the armor of both the *Atlanta* and *Tennessee*, and those behind it, together with the acute angle at which the shot struck—the shot just rubbing against the sides—we are entitled to conclude that the armor of the latest improved British broadside iron-clad, the *Bellerophon*—six inches of iron and ten of wooden backing—could by no means resist a 15-inch shot fired with the service charge and striking at anything approaching a right angle. Moreover, the experiments with this gun

against solid plate, as thick and of as good quality as those which compose the above armor, corroborate this conclusion. It cannot be doubted but that either a smaller or a rifle shot, although propelled with as great a charge of powder, would have inflicted but trifling damage, striking at the same angle as the 15 inch did the Confederate iron-clads.

But it should not be forgotten that the armor of the *Bellerophon*, which is justly considered the most formidable of that class of vessels, covers simply the water line and the central portion of the ship where the battery is carried; and the displacement of this vessel is upwards of 7,000 tons, with a draught of about 25 feet. Now, a Monitor iron-clad of about one-quarter this capacity, and one-half the draught, is superior to this craft in every thing else but speed, impregnable from end to end to ordnance carried in broadside, while on the other hand, the *Bellerophon* and all her class cannot resist the artillery carried for nearly three years in our turrets. Those iron-clads which the *Times* has handled so severely, the Monitor *Monadnock* among the rest, are intended for coast and harbor defence. It is not proposed to send these vessels after the *Bellerophons* or *Minotaurs*, but at the same time it may not be prudent to send these unwieldy craft after them. For the purposes for which they were constructed, we are satisfied with moderate speed, moderate draught, impregnability, and the heaviest ordnance which can be obtained. We have other iron-clads for more extended operations.

Our trans-Atlantic cousins are welcome to wring by their sophistical reasoning, whatever conclusions they please from the career of the broadside iron-clad *Tennessee*; but they must use thicker armor, have lighter draught and more manageable vessels, and equip them with more powerful guns, if they expect to meet with success in any act of aggression on our harbors or coasts.

Their *amour propre* is strong. Perhaps it may have induced the Admiralty to "lay up" that imperfect copy of our Monitors, the *Royal Sovereign*; but we view the operation of this feeling in this case with satisfaction. We are surrounded by a wall of iron, within which we intend, unmolested, to develop our national strength.

THE Navy is the first to feel the effect of the substantial conquests lately made by our arms on the seaboard. Shortly after the taking of Wilmington, vessels that had not been in the hands of the carpenters for years made their appearance at our Navy Yards, demanding repair and refitting for various purposes and voyages. The taking of Charleston released another large fleet from active service, and, though most of the vessels, we believe, are still in that harbor, they could readily be spared for any important work in other quarters. The fleets thus set free, alone, make up a navy that even a first-class power might regard with satisfaction. They comprise the majority of our iron-clad fleet, and for the simple game of give and take, we hold them to be unmatched by any naval structures in the world.

Almost at the same moment that the gallant lords of our Eastern waters are released from the tiresome fetters of blockade service, the Western yards are swarming with those remarkable craft that were called into existence for the purpose of opening and patrolling the Mississippi River. The plotters of treason early made haste to lay a heavy hand upon that great river; for they felt sure that its navigation, proverbially hazardous in times of peace, could be made impossible by the appliances of war. But by blow after blow, their hold upon the river was weakened, until at length it was forced off entirely, and trade began to revive from its rough strangulation. The large number of fighting vessels lost in this process bear witness to the difficulties and hazards overcome solely by unsurpassed pluck and skill. The old traveller of the Mississippi no longer looks sadly on the desolation of the great highway. In the accumulating traffic he sees promise of a speedy return to the condition of things at the time when this was the greatest inland thoroughfare of the world. The vessels that have accomplished this great service are, many of them, suitable for coast service, and several of them are now with the squadron in Mobile Bay.

The question naturally arises, what will be done with all these vessels? This is answered in part by the reports, undoubtedly trustworthy, of a speedy

and important increase of the number of vessels on foreign service. Many will be kept for the finishing work on the coast, and to guard against contingencies. After so long and trying service, repairs must be very generally demanded. In consequence, work will probably be good at the Navy Yards for months to come. Eventually, and by this we mean no very distant period, a considerable number will be laid up, and others, perhaps, will be sold. Our Navy contains a great number of vessels converted from the merchant marine. Many of them are hardly of a proper character to be kept in a service, that, having no great foreign representation, can only consign them to the still waters of our Navy Yards, there to lie idle till some board of examination decrees the removal of the machinery and the destruction of the hull.

But, while we are thus inclined to think that some of the vessels now in service will ultimately be sold, there is promise of an addition, and a very large one in every sense, to its strength, within the first years succeeding the establishment of peace. At present, our Navy is ill-balanced. There is a great preponderance of small vessels over the first rates. This has been occasioned by the peculiar necessities of the active coast service, for which our Navy, as it stands, was mostly created. When the war surprised us without a Navy, the Department wisely devoted its energies to supplying the immediate demands of the moment, without regard to keeping the correct proportions of the service. But as soon as the pressure was reasonably past, orders were given for the construction of such vessels as the *Wampanoag*, and her sisters, and the *Ontario* and her consorts. Vessels of like, and of greater proportions, will probably continue to be built, and the work of consolidating and reconstructing the Navy will still go on.

SHERMAN, SCHOFIELD and SHERIDAN seem to be the three S's of the hour. SHERIDAN's raid, if it accomplishes the object it started for, will prove to be the most directly useful cavalry raid of the war. He left Winchester on the 27th ult., with two full divisions and a brigade of cavalry, no infantry, and only four light pieces of artillery. His plan contemplated too much rapidity for foot soldiers or for guns. Perhaps he expected, from past experience, to capture all of the latter arm he might need, from EARLY, whose mission seems to be to supply him with ordnance from the Tredegar Works. At all events, SHERIDAN, after a three days' march of 83 miles, drove that general from Staunton; and, finding him, next day, 13 miles farther on, at Waynesboro', with only 2,000 men, swept 1,300 away from that handful, and captured 11 guns. The latter he spiked and destroyed, and then, hurrying to Charlottesville, took the place, and captured three more guns.

His subsequent achievements on the James River Canal, which he very seriously damaged, are very well set forth in his own dispatch, which, if a little jubilant and excited, contains certainly the points we all wish to hear about, and the record of a handsome success. The great feat of the raid still remains undescribed—the destruction of the railroads running westerly from Richmond. Burkesville, a village in Prince Edward county, where the Richmond and Danville Railroad and the Southside (or Petersburg and Lynchburg) Railroad, form their junction, is, of course, the best place to strike. But the essential destruction of these railroads at any point is of the utmost value and consequence.

We shall expect any attempt of that sort to encounter from LEE the most obstinate and bloody opposition. But a successful result would repay on our part a desperate attempt and no little sacrifice. The fact that SHERIDAN now commands so large a force; that EARLY's army has been brushed away; that the Confederate cavalry in Virginia is reduced almost to a corporal's guard, partly by dismounting much of it, and partly by sending detachments against SHERMAN, and BRAGG's lack of cavalry in the battle at Kinston, in our opinion, indicates; and finally, the direct co-operation which the powerful Army of GRANT, so far outnumbering LEE's, as we know it does—can give; these facts are among those which lead us to hope SHERIDAN will make the attempt.

MAJOR-GENERAL JOSEPH HOOKER arrived at the Astor House, in New York, on Thursday.

ARMY GAZETTE.

CONFIRMATIONS BY THE SENATE.

APPOINTMENTS AND PROMOTIONS IN THE REGULAR ARMY.

Brigadier-General John A. Rawlins, United States Volunteers, to be chief of staff of the lieutenant-general commanding the Armies of the United States, with the rank of brigadier-general, to date from March 3, 1865.

ORDNANCE DEPARTMENT.

Captain John McNutt, to be major, September 12, 1864, vice Dyer, appointed chief of ordnance.

First Lieutenant John H. Eddie Jr., to be captain, September 12, 1864, vice McNutt, promoted.

Second Lieutenant John A. Kress, to be first lieutenant, July 16, 1864, vice Field, deceased.

Second Lieutenant Otho E. Michaelis, to be first lieutenant, September 12, 1864, vice Eddie, promoted.

FIRST REGIMENT OF CAVALRY.

First Lieutenant William Dean, to be captain, February 6, 1865, vice Kellogg, retired.

SECOND REGIMENT OF CAVALRY.

First Lieutenant Henry E. Noyes, to be captain January 25, 1865, vice Smith, resigned.

Second Lieutenant James Egan, to be first lieutenant, January 5, 1865, vice Quirk, retired.

Second Lieutenant Patrick W. Horrigan, to be first lieutenant, January 25, 1865, vice Noyes, promoted.

THIRD REGIMENT OF CAVALRY.

Second Lieutenant John Falvy, to be first lieutenant, January 25, 1865, vice Sacha, resigned.

SIXTH REGIMENT OF CAVALRY.

First Lieutenant John B. Johnson, to be captain, February 3, 1865, vice Gregg, resigned.

Second Lieutenant Joseph H. Wood, to be first lieutenant, February 3, 1865, vice Johnson, promoted.

SECOND REGIMENT OF ARTILLERY.

Second Lieutenant John Fitzgerald, to be lieutenant, February 7, 1865, vice Butler, retired.

Second Lieutenant Randolph Monteith, to be first lieutenant, February 9, 1865, vice Clarke, resigned.

THIRD REGIMENT OF ARTILLERY.

Second Lieutenant Lewis Smith, to be first lieutenant, December 31, 1864, vice Wright, dismissed.

Second Lieutenant James Chester, to be first lieutenant, January 14, 1865, vice Medary, resigned.

FIFTH REGIMENT OF ARTILLERY.

Second Lieutenant Homer H. Baldwin, to be first lieutenant, December 2, 1864, vice Hickox, resigned.

Second Lieutenant Wm. B. Beck, to be first lieutenant, January 26, 1865, vice Spooner, resigned.

FIRST REGIMENT OF INFANTRY.

First Lieutenant Calvin D. McHaffey, to be captain, November 26, 1864, vice Phillips, deceased.

Second Lieutenant John H. Purcell, to be first lieutenant, November 26, 1864, vice McHaffey, promoted.

SECOND REGIMENT OF INFANTRY.

Captain Joseph B. Collins, of the 4th Infantry, to be major, January 20, 1865, vice Lee, retired.

THIRD REGIMENT OF INFANTRY.

First Lieutenant Henry Ashbury, to be captain, December 31, 1864, vice Whistler, promoted to the 13th Infantry.

Second Lieutenant George H. Wallace, to be first lieutenant, December 24, 1864, vice Mourtion, dismissed.

Second Lieutenant G. W. H. Stouch, to be first lieutenant, December 31, 1864, vice Ashbury, promoted.

FOURTH REGIMENT OF INFANTRY.

First Lieutenant Robert P. McKibbin, to be captain, January 20, 1865, vice Collins, promoted to the 2d Infantry.

First Lieutenant William H. Powell, to be captain, February 16, 1865, vice Dryer, promoted to the 6th Infantry.

Second Lieutenant George Atcheson, to be first lieutenant, January 20, 1865, vice McKibbin, promoted.

Second Lieutenant Thomas F. Quinn, to be first lieutenant, February 11, 1865, vice Simons, dismissed.

Second Lieutenant J. R. Bothwell, to be first lieutenant, February 16, 1865, vice Powell, promoted.

SIXTH REGIMENT OF INFANTRY.

Captain Hiram Dryer, of the 4th Infantry, to be major, February 16, 1865, vice Wessels, promoted to the 18th Infantry.

Second Lieutenant Byron Kirby, to be first lieutenant, February 1, 1865, vice Drouillard, resigned.

SEVENTH REGIMENT OF INFANTRY.

First Lieutenant Edward C. Woodruff, to be captain December 30, 1864, vice Silvers, retired.

TENTH REGIMENT OF INFANTRY.

First Lieutenant Jesse A. P. Hampson, to be captain, February 3, 1865, vice Mackey, dismissed.

Second Lieutenant David J. Scott, to be first lieutenant, February 3, 1865, vice Hampton, promoted.

TWELFTH REGIMENT OF INFANTRY.

First Lieutenant Robert L. Burnett, to be captain, December 24, 1864, vice J. H. Rathbone, resigned.

First Lieutenant Evan Miles, to be captain, January 20, 1865, vice Quimby, retired.

THIRTEENTH REGIMENT OF INFANTRY.

Captain Joseph N. G. Whistler, of the 3d Infantry to be major, December 31, 1864, vice Chase, retired.

FOURTEENTH REGIMENT OF INFANTRY.

Lieutenant-Colonel Charles B. Lovell, of the 18th Infantry, to be colonel, February 16, 1865, vice Paul, retired.

First Lieutenant Alfred Foot, to be captain, January 18, 1865, vice DeKey, resigned.

Second Lieutenant George L. Browning, to be first lieutenant, December 6, 1864, vice Cushman, resigned.

FIFTEENTH REGIMENT OF INFANTRY.

First Lieutenant Samuel C. Greene, to be captain, December 21, 1864, vice Stetson, resigned.

SIXTEENTH REGIMENT OF INFANTRY.

First Lieutenant Thomas J. Durnin, to be captain, December 8, 1864, vice Ingerton, deceased.

First Lieutenant William H. Smyth, to be captain, December 23, 1864, vice Stanton, cashiered.

First Lieutenant William H. Bartholomew, to be captain, January 4, 1865, vice Robinson, resigned.

First Lieutenant John Power, to be captain, February 11, 1865, vice Goodwin, resigned.

SEVENTEENTH REGIMENT OF INFANTRY.

First Lieutenant Robert P. Wilson, to be captain, January 7, 1865, vice Walcott, retired.

EIGHTEENTH REGIMENT OF INFANTRY.

Major Henry W. Wessels, 6th Infantry, to be lieutenant-colonel, February 16, 1865, vice Lovell, promoted to the 14th Infantry.

First Lieutenant Wm. P. McCleery, to be captain, December 31, 1864, vice Brand, retired.

First Lieutenant Daniel W. Benham, to be captain, February 8, 1865, vice Eyster, cashiered.

NINETEENTH REGIMENT OF INFANTRY.

First Lieutenant Lewis T. Morris, to be captain, February 15, 1865, vice Causton, resigned.

TRANSFER.

Second Lieutenant Isaac W. MacLay, 1st Artillery, to the ordnance department, January 23, 1865.

A. S. Billingsley, chaplain of the 101st Pennsylvania Volunteers, for appointment as hospital chaplain at Fort Monroe, Virginia, in the Army of the United States, to date from February 13, 1865.

P. J. Murphy, of Illinois, for appointment as hospital chaplain at Chicago, Ill., in the Army of the United States, to date from February 1, 1865.

BREVET PROMOTIONS IN THE REGULAR ARMY.

Colonel William A. Nichols, Assistant Adjutant-General United States Army, to be brigadier-general by brevet, from September 24, 1864.

Colonel James A. Hardie, Inspector-General United States Army, to be brigadier general by brevet, from March 3, 1865.

Major Robert Alien, Quartermaster United States Army, to be lieutenant-colonel by brevet, colonel by brevet, and brigadier-general by brevet, from July 4, 1864.

TO BE COLONELS BY BREVET.

Brevet Lieutenant-Colonel Zealous B. Tower, United States Army, and major corps of engineers, from March 2, 1865.

Brevet Lieutenant-Colonel Chauncey B. Reese, United States Army, from December 21, 1864.

Major Charles S. Stewart, Corps of Engineers, from February 25, 1865.

TO BE MAJORS BY BREVET.

Captain Chauncey B. Reese, Corps of Engineers, from December 21, 1864.

Captain Miles D. McAlester, Corps of Engineers, from August 23, 1864.

Captain John C. Palfrey, Corps of Engineers, from August 23, 1864.

Captain William E. Merrill, Corps of Engineers, from March 2, 1865.

Brevet Captain Charles W. Howell, United States Army, from August 1, 1864.

Brevet Captain William Ludlow, United States Army, from December 21, 1864.

Captain Guido Ilges, 14th United States Infantry, from August 1, 1864.

Captain John Rizha, 19th United States Infantry, from February 27, 1865.

Captain Thomas M. Anderson, 12th United States Infantry, from August 1, 1864.

Captain Walter S. Franklin, 12th United States Infantry, from October 19, 1864.

Captain Henry Koteltas, 15th United States Infantry, from March 2, 1865.

TO BE CAPTAINS BY BREVET.

First Lieutenant Charles W. Howell, Corps of Engineers, from August 1, 1864.

First Lieutenant Arthur H. Burnham, Corps of Engineers, from August 23, 1864.

First Lieutenant Charles J. Allen, Corps of Engineers, from August 23, 1864.

First Lieutenant Wm. R. King, Corps of Engineers, from December 1, 1864.

First Lieutenant Amos Stickney, Corps of Engineers, from December 21, 1864.

First Lieutenant Wm. Ludlow, Corps of Engineers, from July 20, 1864.

First Lieutenant Henry C. Wharton, Corps of Engineers, from March 26, 1865.

First Lieutenant William C. Cuyler, of the 3d United States Artillery.

PROMOTIONS AND APPOINTMENTS IN THE VOLUNTEER FORCE.

TO BE MAJOR-GENERALES BY BREVET.

Brigadier-General James W. McMillen, United States Volunteers, from March 5, 1865.

Brigadier-General Charles Cruff, United States Volunteers, from March 5, 1865.

Brigadier-General Henry E. Davis, United States Volunteers.

Brigadier-General Alfred Sully, United States Volunteers, from March 8, 1865.

Brigadier-General John W. Turner, from October 1, 1864.

Brigadier-General C. G. Andrews, from March 9, 1865.

TO BE BRIGADIER-GENERALES OF VOLUNTEERS.

Brevet Brigadier-General Wager Swayne, United States Volunteers, from March 8, 1865.

Lieutenant-Colonel Charles Ewing, Assistant Inspector-General.

TO BE BRIGADIER-GENERALES BY BREVET.

Colonel James S. Martin, 11th Illinois Volunteers, from February 23, 1865.

Colonel Edward Bouton, 59th United States Colored Troops, from February 23, 1865.

Colonel Thomas J. Jordan, 9th Pennsylvania Cavalry, from February 25, 1865.

Colonel W. W. Henry, 9th Vermont Volunteers, from March 7, 1865.

Colonel Adrian R. Root, 24th New York Volunteers, from March 2, 1865.

Colonel Waldeimer Kryzanowski, 58th New York Volunteers, from March 2, 1865.

Lieutenant-Colonel Theodore Read, Assistant Adjutant-General of Volunteers, from September 29, 1864.

Lieutenant-Colonel R. H. Jackson, Assistant Inspector-General, 2d Army Corps, from January 1, 1865.

Colonel A. T. Voris, of the 6th Ohio Volunteers, from January 1, 1865.

Brevet Major Peter S. Michie, Corps of Engineers, from January 1, 1865.

Colonel B. G. Farrar, 5th United States Colored Heavy Artillery, from March 9, 1865.

Colonel William J. Palmer, 15th Pennsylvania Cavalry, from November 6, 1864.

Colonel Herman Biggs, Quartermaster's Department, March 8, 1865.

Colonel James A. Ekin, Quartermaster's Department, March 8, 1865.

Lieutenant-Colonel William Hartstall, Assistant Inspector-General, 23d Army Corps, January 24, 1865.

Captain Paul A. Oliver, 5th New York Volunteers, March 8, 1865.

Lieutenant-Colonel John E. Mulford, 3d New York Volunteers, July 4, 1864.

Colonel Datus E. Coon, 2d Iowa Infantry Volunteers, March 8, 1865.

Colonel James Wood, Jr., 136th New York Volunteers, March 8, 1865.

Colonel Henry D. Kingsbury, 189th Ohio Volunteers, March 10, 1865.

Colonel Thomas T. Heath, 5th Ohio Cavalry, from December 15, 1864.

Colonel Isaac M. Kirby, 101st Ohio Volunteers, from January 12, 1865.

Colonel Isaac R. Sherwood, 11th Ohio Volunteers, from February 27, 1865.

Lieutenant-Colonel Henry S. Commager, 67th Ohio Volunteers, from February 27, 1865.

Colonel W. W. Henry, 9th Vermont Volunteers, from March 7, 1865.

Colonel Ambrose A. Stevens, 5th regiment Veteran Reserve Corps, from March 7, 1865.

Colonel Thomas W. Bennett, 69th Indiana Volunteers, from March 5, 1865.

Colonel John L. Beveridge, 11th Illinois Cavalry, from March 7, 1865.

Colonel Benjamin Dornblaser, 46th Illinois Volunteers, from February 20, 1865.

Colonel Thomas E. Champion, 98th Illinois Volunteers, from February 20, 1865.

Colonel James M. True, 62d Illinois Volunteers, from March 6, 1865.

Colonel D. P. Grier, 77th Illinois Volunteers, from March 6, 1865.

Colonel George M. Love, 116th New York Volunteers, from March 7, 1865.

Lieutenant-Colonel James A. Hall, Maine Artillery Volunteers, from March 7, 1865.

Colonel Charles A. Cottrell, from February 23, 1865.

Captain Almon F. Rockwell, from February 23, 1865.

Captain A. Sidney Alden, from February 21, 1865.

Captain Carroll H. Potter, from February 25, 1865.

Captain George K. Lestet, from February 26, 1865.

TO BE COLONELS BY BREVET.

Lieutenant-Colonel John C. Smith, of the 98th Illinois Volunteers, from February 20, 1865.

Lieutenant-Colonel David R. Clendenin, of the 8th Illinois Cavalry, from February 20, 1865.

Major Henry L. Burnett, Judge Advocate

ARMY AND NAVY JOURNAL.

John R. Vernon, of New York, from March 3, 1865.

J. S. Davis, of Ohio, from March 3, 1865.

George F. Emery, of Massachusetts, from March 3, 1865.

Lieutenant Benjamin W. Brunson, 8th Minnesota Volunteers, from March 3, 1865.

George T. Blair, of Minnesota, from March 3, 1865.

George T. Blair, of New York, from March 6, 1865.

D. W. C. Jones, of Pennsylvania, from March 6, 1865.

George A. Batchelder, of Massachusetts, from March 7, 1865.

John J. Colton, of Vermont, from February 24, 1865.

Jesse Elliott, of Indiana.

TO BE SURGEON.

Assistant Surgeon E. M. Powers, United States Volunteers.

TO BE ASSISTANT SURGEONS.

E. C. Seguin, of New York, March 3, 1865.

Henry K. White, of Pennsylvania, March 3, 1865.

John Van Duyen, of New Jersey, March 3, 1865.

Charles S. Robert, of New York, March 3, 1865.

Acting Assistant Surgeon W. K. Cleveland, United States Army, from February 28, 1865.

TO BE AIDE-DE-CAMP WITH THE RANK OF MAJOR.

Brevet Major Arthur McClellan, Additional Aide-de-Camp, from March 7, 1865.

TO BE AIDE-DE-CAMP WITH THE RANK OF CAPTAIN.

Lieutenant Thomas G. Welles, of the 1st Connecticut Cavalry, to date from February 17, 1865.

TO BE CHAPLAINS.

Rev. Charles V. Kelley, of Wisconsin, at Milwaukee, Wisconsin.

Rev. Orrin H. Sage, of Ohio, at Camp Denison, Ohio, from February 16, 1865.

Rev. J. L. Roberts, of Vermont, at St. Augustine, Fla., from February 18, 1865.

Rev. A. S. Ames, of Indiana, at Savannah, Ga., from February 21, 1865.

Rev. M. Sorin, of Missouri, at Savannah, Ga., from February 20, 1865.

Rev. John H. Lezler, of Indiana, at Indianapolis, Indiana.

APPOINTMENTS IN THE SIGNAL CORPS.

TO BE CAPTAIN.

First Lieutenant Edmund H. Russell, Signal Corps, United States Army, February 14, 1865.

TO BE SECOND LIEUTENANTS.

First Lieutenant George F. Young, 5th New York Artillery, from February 14, 1865.

Sergeant Alonso V. Richardson, Signal Corps, United States Army, from February 14, 1865.

Sergeant William Wallace, of Co. I, 6th Minnesota Volts, from February 14, 1865.

William J. Clark, from February 14, 1865.

Sergeant John D. Colvin, from February 14, 1865.

NOTICE TO DESERTERS.

By the President of the United States of America:

PROCLAMATION.

Whereas, the twenty first section of the act of Congress, approved on the 3d instant, entitled "An act to amend the several acts heretofore passed to provide for the enrolling and calling out the National forces and for other purposes," requires that, in addition to the other lawful penalties of the crime of desertion from the military or naval service, all persons who have deserted the military or naval service of the United States who shall not return to said service or report themselves to a provost marshal within sixty days after the proclamation herein-after mentioned, shall be deemed and taken to have voluntarily relinquished and forfeited their rights of citizenship, and their right to become citizens, and such deserters shall be forever incapable of holding any office of trust or profit under the United States, or of exercising any rights of citizens thereof; and all persons who shall hereafter desert the military or naval service, and all persons who being duly enrolled, shall depart the jurisdiction of the district in which he is enrolled, or go beyond the limits of the United States with intent to avoid any draft into the military or naval service duly ordered, shall be liable to the penalties of this section; and the President is hereby authorized and required forthwith on the passage of this act to issue his proclamation setting forth the provisions of this section, in which proclamation the President is requested to notify all deserters returning within sixty days as aforesaid that they shall be pardoned on condition of returning to their regiments and companies, or such other organizations as they may be assigned to, until they shall have served for a period of time equal to their original term of enlistment.

Now, therefore, be it known, that I, Abraham Lincoln, President of the United States, do issue this my proclamation, as required by said act, ordering and requiring all deserters to return to their proper posts; and I do hereby notify them that all deserters who shall, within sixty days from the date of this proclamation, v. z. on or before the 10th day of May, 1865, return to service, or report themselves to a provost marshal, shall be pardoned on condition that they return to their regiments and companies, or to such other organizations as they may be assigned to, and serve the remainder of their original term of enlistment, and in addition thereto a period equal to the time lost by desertion.

In testimony whereof I have hereunto set my hand and caused the seal of the United States to be affixed.

Done at the city of Washington this 11th day of March, in the year of our Lord 1865, and of the independence of the United States the eighty-ninth.

By the President:

WILLIAM H. SEWARD, Secretary of State.

THE OCCUPATION OF CHARLESTON.

OFFICIAL REPORT OF LIEUTENANT-COLONEL BENNETT.

HEADQUARTERS UNITED STATES FORCES, CHARLESTON, S. C., February 24, 1865.

Captain J. W. Dickinson, Acting Assistant Adjutant-General:

CAPTAIN.—I have the honor to submit the following report of the evacuation and occupation of Charleston. On the morn'g of February the 18th I received information that led me to believe the defenses and lines guarding the city of Charleston had been deserted by the enemy. I immediately proceeded to Cummings' Point, from whence I sent a small boat in the direction of Fort Moultrie, which boat, when forty yards east from Fort Sumter, was met by a boat from Sullivan's Island, containing full corps of band musicians abandoned by the enemy. These confirmed my belief of an evacuation.

I had no troops that could be available under two hours as, except in a few pontoon boats, there were no means whatever of landing troops near the enemy's works or into the city. I directed Major Hennessy to proceed to Fort Sumter and there replace our flag. The flag was replaced over the southeast angle of Fort Sumter at nine (9) o'clock A.M. I now pushed for the city, stopping at Fort Ripley and Castle Pinckney, from which works Rebel flags were hoisted and the American flag substituted. The guns in these works were in good order. There was mounted in Fort Ripley one Quaker gun bearing southeast. I landed at Mill's Wharf, Charleston, at ten (10) o'clock A.M., where I learned that a part of the enemy's troops yet remained in the city, while mounted patrols were out in every direction applying the torch and driving the inhabitants before them.

I at once addressed to the Mayor of the city the following communication:—

HEADQUARTERS UNITED STATES FORCES, CHARLESTON, February 13, 1865.

MAJOR CHARLES MACBETH, Charleston:

MAJOR.—In the name of the United States Government I demand a surrender of the city of which you are the executive officer. Until further orders all citizens will remain within their houses.

I have the honor to be, Major, very respectfully, your obedient servant,

(Signed) A. G. BENNETT,

Lieutenant-Colonel commanding U. S. Forces, Charleston.

My whole force consisted of five (5) officers and the armed crews of two (2) small boats, comprising in all twenty-two (22) men. Both officers and men volunteered to advance from the wharf into the city; but no reinforcements being in sight, I did not deem it expedient to move on.

Public buildings, stores, warehouses, private dwellings, shipping, etc., were burning and being fired by armed Rebels, but with the force at my disposal it was impossible to save the cotton and other property. While awaiting the arrival of my troops at Mill's Wharf a number of explosions took place. The Hotel commissary depot was blown up, and with it it is estimated that not less than two hundred (200) human beings—most of whom were women and chil-

dren—were blown to atoms. These people were engaged in procuring food for themselves and their families by permission from the Rebel military authorities. The Rebel ram *Charleston* was blown up while lying at her anchorage opposite Mt. Pleasant Ferry wharf, in the Cooper River. Observing a small boat sailing towards the Bay under a flag of truce, I put off to it, and received from a member of the common council a letter addressed to the General commanding United States forces at Morris Island or to the officer in command of the fleet. The following is a copy of the letter:—

CHARLESTON, S. C., February 18, 1865.

To the General Commanding the Army of the United States at Morris Island: Sir:—The military authorities of the Confederate States have evacuated the city. I have remained to enforce law and preserve order until you take such steps as you may think best.

Very respectfully, your obedient servant,

CHARLES MACBETH, Major.

The deputation sent to convey the above letter represented to me that the city was in the hands of either the Rebel soldiery or the mob. They entreated of me in the name of humanity to interpose my military authority and save the city from utter destruction. To this letter I replied in the following terms:—

HEADQUARTERS UNITED STATES FORCES, CHARLESTON HARBOR, NEAR ATLANTIC WHARF, February 15, 1865.

Major CHARLES MACBETH: I have the honor to acknowledge the receipt of your communication of this date. I have in reply thereto to state that the troops under my command will render every possible assistance to your well-disposed citizens in extinguishing the fires now burning.

I have the honor to be, Major, very respectfully, your obedient servant,

A. G. BENNETT,

Lieutenant-Colonel commanding U. S. Forces, Charleston.

Two (2) companies of the 52d Pennsylvania regiment and about thirty (30) men of the 3d Rhode Island Volunteer Heavy Artillery having landed, I proceeded with them to the citadel. I here established my headquarters, and sent small parties in all directions with instructions to impress negroes wherever found, and to make them work the fire apparatus, until all fires were extinguished. I also sent a strong guard to the United States Arsenal, which was saved. As the troops arrived they were sent out to points in the city where were located railroad depots or any large buildings containing property, such as cotton, rice, tobacco, &c. It being apparent to me that I could not effectually save all that remained, I concentrated my guard wherever was stored the largest quantities.

I cannot at this time submit any account of, or estimate any value to, the property that has fallen into our possession. The most valuable items consist in cotton and rice. The cotton has not yet been secured. The rice is being given to the poor of the city to supply their immediate necessities.

Every officer and soldier exerted himself to a most willing performance of every allotted duty, yet I do not deem it invidious for me to make special mention of Lieutenant John Hackett, Co. M, 3d Rhode Island Artillery, who volunteered to go alone to Fort Moultrie and there raise the flag. As also to speak of Major John A. Hennessy, Captain Samuel Cuskaden and Lieutenant P. M. Burr, all of the 52d regiment Pennsylvania Volunteers; and Lieutenant James F. Haviland, Acting Assistant Inspector-General of my staff, who accompanied me to the city; all of whose services were most highly valuable to me. Captain H. H. Jenks, 52d Pennsylvania Volunteers, Acting Assistant Adjutant-General, also rendered important services. Although he remained at Morris Island, he was very efficient in facilitating the embarkation of my troops from there.

The flags from Fort Moultrie, Castle Pinckney and Fort Ripley, and seventeen (17) signal pennants found in the city, were secured by the troops under my command.

I have the honor to be, Captain,

Very respectfully, your obedient servant,

A. G. BENNETT,

Lieutenant-Colonel 21st regiment U. S. C. T.

A copy of the report of the evacuation and occupation of Charleston.

JAMES F. HAVILAND,

First Lieutenant 127th regiment N. Y. V., A. A. I. G.

NOTICE TO DELINQUENTS.

The following officers, having been reported at the headquarters of the Army for the offences hereinabove specified, are hereby notified that they will stand dismissed the service of the United States unless within fifteen (15) days from March 14, 1865, they appear before the Military Commission in session in Washington, D. C., of which Brigadier-General John C. Caldwell, United States Volunteers, is President, and make satisfactory defence to the charges against them:

Neglect of duty in allowing a large number of recruits under his charge to desert while en route to regiments.

First Lieutenant M. J. Petry, 173d New York Volunteers.

For exceeding his authority, in giving written permission to certain persons to make enlistments in his regiment beyond the number necessary to fill the eight companies thereof; and for deceiving certain enlisted men, by promising them commissions in said regiment.

Lieutenant-Colonel James Brady, 1st Pennsylvania Light Artillery.

Absence without leave.

Second Lieutenant John C. Appleby, 19th United States Colored Troops.

Assistant Surgeon Nehemiah Osborne, 78th United States Colored Troops.

Captain John L. Manning, 14th New Jersey Volunteers.

First Lieutenant Albert Reynolds, 125th New York Volunteers.

Captain James Cooy, 14th New York Volunteers.

First Lieutenant A. S. A. Mason, 40th New York Volunteers.

Captain Hezekiah Cullen, 4th Delaware Volunteers.

First Lieutenant Daniel Deno, 61st Pennsylvania Volunteers.

Desertion.

First Lieutenant James I. J. Kinstead, 60th New York Volunteers.

EXEMPT FROM DISMISSAL.

Assistant Surgeon Hugh McG. Wilson, 2d Mounted Rifles, New York Volunteers, charged with offences, and heretofore published, is exempt from being dismissed the service of the United States, the Military Commission instituted by Special Orders No. 63, series of 1863, from the War Department, having reported that satisfactory defence has been made in his case.

DISMISSELS

For the week ending March 4, 1865.

The following officers, as of the dates set opposite their respective names, for the causes mentioned, having been published officially, and failed to appear before the Commission:

Desertion.

Second Lieutenant Alexander Wilkie, 10th Vermont Volunteers, to date December 31, 1864.

Sergeant Ernst Weiler, 52d New York Volunteers, to date February 6, 1865.

Captain Joseph B. Homan, 99th Indiana Volunteers, to date February 6, 1865.

Captain Samuel Moore, 99th Indiana Volunteers, to date February 6, 1865.

Captain Charles M. Scott, 99th Indiana Volunteers, to date February 6, 1865.

Captain George H. Tracy, company I, 33d Missouri Volunteers, to date March 1, 1865, for disobedience of orders, conduct unbecoming an officer and gentleman, and absence without leave, as reported upon the rolls of his regiment.

First Lieutenant Samuel F. Curtis, Quartermaster 20th Pennsylvania Cavalry, to date March 1, 1865, for absence without leave.

First Lieutenant Robert M. Reed, 33d Missouri Volunteers, to date February 6, 1865, for absence without leave, having been published officially, and failed to make satisfactory defence before the Commission.

DISMISSELS CONFIRMED.

The orders of dismissal heretofore issued in the following cases have been confirmed:

Captain Samuel W. Wilson, 39th United States Colored Troops,

to date February 14, 1865, for being drunk and in the rear while his regiment was engaged with the enemy.

Captain Davis Slinger, 13th Illinois Cavalry, to date July 14, 1864, for "neglect of duty while in command of a picket post, and for incompetency, ignorance, and worthlessness as an officer."

Second Lieutenant James R. Allen, company H, 12th Missouri Cavalry, to date February 17, 1865, for drunkenness, disgraceful conduct, and desertion.

DISMISSELS REVOKED.

The orders of dismissal heretofore issued in the following cases have been revoked:

First Lieutenant William G. Anderson, Adjutant 4th Indiana Cavalry, and he has been honorably discharged, to date April 24, 1864.

First Lieutenant Michael McIntire, 3d Michigan Cavalry, and he has been discharged as of the date of the order of dismissal.

DISMISSELS AMENDED.

The order heretofore issued dismissing First Lieutenant A. C. Salisbury, 14th United States Colored Troops, has been so amended as to honorably discharge him as of the date of the order of dismissal.

RESTORED TO COMMISSION.

The following-named officers, heretofore dismissed, have been restored, with pay from the date at which they rejoin their regiments for duty, provided the vacancies have not been filled by the Governors of their respective States:

Captain C. W. Edward Weitz, 14th Pennsylvania Cavalry.

First Lieutenant William McIlwraith, 9th Cavalry, Missouri State Militia.

NAVY GAZETTE.

CONFIRMATIONS BY THE SENATE.

TO BE LIEUTENANT-COMMANDERS.

Lieutenant Henry L. Howison, to be a lieutenant-commander, vice Lieutenant-Commander Richard L. Law, placed on the retired list.

Acting Volunteer Lieutenant William P. Randall, to be acting volunteer lieutenant-commander.

Acting Volunteer Lieutenant William S. Cheeseman, to be acting volunteer lieutenant-commander.

Lieutenants Henry W. Miller, John A. Howell, Allen V. Reed, George Dewey, Charles L. Franklin, George B. White and Joshua Bishop.

Lieutenant George W. Doty, commander in the Navy on the retired list.

TO BE LIEUTENANTS IN THE NAVY.

Ensign Edward E. Preble, lieutenant in the Navy.

Acting Volunteer Lieutenant John McDermid, acting volunteer lieutenant-commander.

Acting Volunteer Lieutenant Lewis W. Pennington, acting volunteer lieutenant-commander.

Acting Master Charles Norton, acting volunteer lieutenant.

Acting Master William H. Woods, acting volunteer lieutenant.

Acting Master Thomas G. Grove, acting volunteer lieutenant.

Acting Master Alfred Weston, acting volunteer lieutenant.

Acting Master Thomas Nickerson, acting volunteer lieutenant.

Lieutenant-Commanders H. N. T. Arnold, Thomas Patterson, William N. Jeffers, Edward Simpson and William G. Temple, commanders in the Navy on the active list.

TO BE PAYMASTERS.</

A. Deaver, from special duty at Baltimore, Md., and waiting orders.
First Assistant Engineer Sydney Albert, from special duty at New York, and ordered to the *Kearsarge*.
MARCH 10—**Commander Louis C. Bartoli**, from the command of the *Portsmouth*, and ordered North.
Second Assistant Engineer William S. Smith, on the reporting of his relief from the *Powhatan*, and ordered to examination at Philadelphia.
Second Assistant Engineer Frederick Ramden, from the Bureau of Steam Engineering, and ordered to the *Powhatan*.

ORDERS REVOKED.

MARCH 8—**Lieutenant-Commander John H. Upsher**, to special duty at Washington, D. C., and ordered to resume command of the *A. D. Vance*.

APPOINTMENT REVOKED.

MARCH 7—**Midshipman Henry O. Handy**, of the Naval Academy.

RESIGNATION ACCEPTED.

MARCH 9—**Second Assistant Engineer J. F. McK. Daniels**, of the *Miamis*.

APPOINTMENTS.

MARCH 11—**Henry N. T. Arnold**, commanding *Chicopee*, commander.

William N. Jeffers, Navy Yard, Washington, D. C., commander.
Thomas Pattison, Naval Station Memphis, commander.

Edward Simpson, Fleet Captain West Gulf Squadron, commander.

William G. Temple, commanding *Pontoon*, commander.

James E. Tolfree, of the *Vanderbilt*, assistant paymaster.

Luther J. Billings, of the *Connecicut*, assistant paymaster.

James F. Hamilton, assistant paymaster.

Charles P. Thompson, assistant paymaster.

Judson S. Post, paymaster, from October 16, 1864.

James Hoy, Jr., paymaster, from October 18, 1864.

Edward E. Proble, of the *Susquehanna*, lieutenant, from February 22, 1864, on the active list.

George W. Doty, commander, from July 6, 1862, on the retired list.

MISCELLANEOUS.

MARCH 9—**Chief Engineer A. C. Stimers**, granted leave of absence for three months, with permission to leave the United States.

VOLUNTEER NAVAL SERVICE.**ORDERED.**

MARCH 6—**Acting Ensign S. C. Hill**, to the *Paul Jones*.

Acting Master H. G. Wade, to command the *Yucca*.

Acting Ensign L. B. King, to the *Kearsarge*.

Acting Ensign W. B. Rankin, to the *Paul Jones*.

Acting Ensign W. J. Kirby, to the *Kearsarge*, when the investigation relative to the (late) *Merrimac* is complete.

Acting Master's Mate G. J. Andrews, to the *Kearsarge*.

MARCH 7—**Acting Third Assistant Engineers Joseph H. Peterson** and **Samuel B. Knott**, to the *Yucca*.

Acting Assistant Paymaster Charles A. McDaniel, to the *Morse*.

Acting Master's Mate John F. Canfield, to the *Savannah*, for instruction and detail.

MARCH 8—**Acting Gunner Robert Sherman**, to the Mississippi Squadron.

MARCH 9—**Acting Assistant Paymaster S. Anderson**, to the *Yucca*.

Acting Assistant Paymaster Myron M. Hovey, to the *E. B. Hale*.

Acting Assistant Paymaster Granville Bacon, to the *Honduras*.

Acting Assistant Paymaster Henry Russell, to the *Ethan Allen*.

Acting Assistant Paymaster John C. Stoever, to the *Mississippi* Squadron.

Acting Assistant Paymaster T. L. Tullock, Jr., to the *Paul Jones*.

MARCH 10—**Acting Ensign Simpson Jenney**, to the *Ottawa*.

Acting First Assistant Engineer Gustavus S. Perkins, to the *Gettysburg*.

Acting Assistant Paymaster John Head, to the *Kearsarge*.

MARCH 11—**Acting Volunteer Lieutenant Thomas F. Wade**, to the *North Carolina*.

DETACHED.

MARCH 6—**Acting Master Charles Huggins**, from the *Fort Morgan*, and ordered to the *Paul Jones*.

Acting Ensign M. P. Powers, from the *Fort Morgan*, and ordered to the *Yucca*.

Acting Assistant Paymaster J. T. Wildman, from the (late) *Merrimac*, when his services are not required by the board to investigate the loss of that vessel, and to settle accounts.

Acting Third Assistant Engineer Robert E. Murray, from the *Newbern*, and ordered to the *Sagamore*.

Acting Master's Mate C. F. Remmonds, from the *Supply*, and ordered to the *Yucca*.

MARCH 7—**Acting Second Assistant Engineer Oratus S. French**, from the *Fort Morgan*, and ordered to the *Yucca*.

Acting Master T. W. Steer, from the command of the *Wyandotte*, and ordered to duty in the North Atlantic Squadron.

Acting Master J. A. Jackaway, from the command of the *Dawn*, and ordered to duty in the North Atlantic Squadron.

Acting Master William G. Nutting, from the command of the *Samuel Rodan*, and ordered to duty in the North Atlantic Squadron.

Acting Assistant Paymaster George A. Ferre, from the *Morse*, on the reporting of his relief, and ordered to settle his accounts.

Acting Master's Mate J. H. Gilley, from the command of the *Young America*, and ordered to duty in the North Atlantic Squadron.

MARCH 8—**Acting Master H. A. Phelps**, from the command of the *Daylight*, and ordered to duty in the North Atlantic Squadron.

MARCH 8—**Acting Ensign F. B. Allen**, from the command of the *J. N. Seymour*, and ordered to duty in the North Atlantic Squadron.

Acting Master Robert G. Lee, from the command of the *Commodore Morris*, and ordered to duty in the North Atlantic Squadron.

MARCH 9—**Acting Master E. B. Mallett**, from the *Wyoming*, on the reporting of his relief, and ordered to the *Potomac Flotilla*.

Acting Assistant Surgeon William H. Faxon, from the *North Carolina*, and ordered to the *Galena*.

Acting Assistant Surgeon H. I. Babin, from the *Ohio*, and ordered to the *Mercedita*.

Acting Assistant Surgeon Ed. Macomb, from the *North Carolina*, and ordered to the *Tahoma*.

Acting Assistant Surgeon Linneus Fussell, from the *Princeton*, and ordered to the *Sagamore*.

Acting Assistant Paymaster William R. Woodward, from the *Ethan Allen*, on the reporting of his relief, and ordered North.

Acting Assistant Paymaster O. B. Gilman, from the *E. B. Hale*, on the reporting of his relief, and ordered North.

Acting Assistant Paymaster O. Murray Stewart, from the *Lodona*, and ordered North, to settle his accounts.

MARCH 10—**Acting Ensign Jacob Cochran**, from the *Ottawa*, on the reporting of his relief, and ordered North.

Acting Ensign Henry Haines, from the (late) *Merrimac*, and ordered to the *Bermuda*.

Acting Third Assistant Engineer Thomas Holt, from the *Napa*, and ordered to the *Galena*.

Acting Assistant Paymaster Edward Sherwin, from the (late) *Da Ching*, and ordered to settle his accounts.

MARCH 11—**Acting Master T. R. Marshall**, from the *Mercedita*, and ordered to the *Potomac Flotilla*.

Acting Ensign C. J. Rogers, from the *Nahant*, on the reporting of his relief, and ordered North.

Acting Assistant Surgeon Edward C. Thacher, from the *Princeton*, and ordered to the *Governor Buckingham*.

Acting Assistant Surgeon Henry Clay Meredith, from the *Princeton*, and ordered to the *Miami*.

APPOINTED.

MARCH 6—**James Nash**, of Boston, Mass., Acting Gunner, and ordered to the *Paul Jones*.

Robert B. Hamilton, of Washington, D. C., Acting Master's Mate, and ordered to the *Potomac Flotilla*.

William W. Castle, of Cleveland, Ohio, Acting Assistant Paymaster, and waiting orders.

Archibald McConnell, of the *Squadron*, Acting First Assistant Engineer, and ordered to remain on that vessel.

Clark Hart, of the *Paul Jones*, Acting Second Assistant Engineer, and ordered to remain on board that vessel.

APPOINTED.

MARCH 6—**James Nash**, of Boston, Mass., Acting Gunner, and ordered to the *Paul Jones*.

Horace F. Brown, of the *Fort Morgan*, Acting Second Assistant Engineer, and ordered to remain on board that vessel.

George E. Whitney, of the *Chenango*, Acting Second Assistant Engineer, and ordered to remain on board that vessel.

Charles Luther, of East Dorset, Vermont, Acting Third Assistant Engineer, and ordered to the *Fort Morgan*.

Martin K. Ryder, of Boston, Mass., Acting Third Assistant Engineer, and ordered to the *Yankee*.

Frederic Egner, of New York, Acting Third Assistant Engineer, and detached from that vessel, and ordered to the *Emma*.

Samuel H. Town, of the *Nassau*, Acting Second Assistant Engineer, and detached from that vessel, and ordered to the *Paul Jones*.

John Evans, of Philadelphia, Pa., Acting Second Assistant Engineer, and ordered to the *Napa*.

William T. Schneider, of the *Roanoke*, and ordered to remain on board that vessel.

Charles H. N. Saunders, of Chelsea, Mass., Acting Third Assistant Engineer, and ordered to the *Paul Jones*.

Lyman Dow, of Bellefontaine, Logan Co., Ohio, Acting Assistant Surgeon, and ordered to the Mississippi Squadron.

MARCH 7—**E. S. Shurtliff**, Acting Master, and **Sidney B. Cline**, Acting Ensign, for duty in the Potomac Flotilla.

Robert Whitehill, Jr., of the *Winnebago*, Acting First Assistant Engineer, and detached from that vessel, and ordered to the *Emma*.

Samuel H. Town, of the *Nassau*, Acting Second Assistant Engineer, and detached from that vessel, and ordered to the *Paul Jones*.

Horace F. Brown, of the *Fort Morgan*, Acting Second Assistant Engineer, and ordered to remain on board that vessel.

George E. Whitney, of the *Chenango*, Acting Second Assistant Engineer, and ordered to remain on board that vessel.

Charles Luther, of East Dorset, Vermont, Acting Third Assistant Engineer, and ordered to the *Fort Morgan*.

Martin K. Ryder, of Boston, Mass., Acting Third Assistant Engineer, and ordered to the *Yankee*.

Frederic Egner, of New York, Acting Third Assistant Engineer, and ordered to the *Yucca*.

Samuel H. Town, of the *Nassau*, Acting Second Assistant Engineer, and detached from that vessel, and ordered to the *Paul Jones*.

Horace F. Brown, of the *Fort Morgan*, Acting Second Assistant Engineer, and ordered to remain on board that vessel.

George E. Whitney, of the *Chenango*, Acting Second Assistant Engineer, and ordered to remain on board that vessel.

Charles Luther, of East Dorset, Vermont, Acting Third Assistant Engineer, and ordered to the *Fort Morgan*.

Martin K. Ryder, of Boston, Mass., Acting Third Assistant Engineer, and ordered to the *Yankee*.

Frederic Egner, of New York, Acting Third Assistant Engineer, and ordered to the *Yucca*.

Samuel H. Town, of the *Nassau*, Acting Second Assistant Engineer, and detached from that vessel, and ordered to the *Paul Jones*.

Horace F. Brown, of the *Fort Morgan*, Acting Second Assistant Engineer, and ordered to remain on board that vessel.

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Frederic Egner, of New York, Acting Third Assistant Engineer, and ordered to the *Yucca*.

Samuel H. Town, of the *Nassau*, Acting Second Assistant Engineer, and detached from that vessel, and ordered to the *Paul Jones*.

Horace F. Brown, of the *Fort Morgan*, Acting Second Assistant Engineer, and ordered to remain on board that vessel.

George E. Whitney, of the *Chenango*, Acting Second Assistant Engineer, and ordered to remain on board that vessel.

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THE COMPANY'S PROPERTIES.

No. 1.—One half (½) acre on Cherry Run, Venango County, Penn., three-fourths of a mile above the great Reed Well, and in the immediate neighborhood of the new Two Hundred Barrel Well, which has within a few days attracted so much attention. This Lot is owned by the Company in Fee Simple.

No. 2.—One half (½) acre adjoining the above tract. Perpetual lease. Half all Oil.

No. 3.—Three fourths (¾) of an acre on the Run next above the Lots just described. Perpetual lease. Half all Oil.

These Lots are every inch on the Creek bottom, level and smooth, with room enough for ten Wells.

No. 4.—One-half (½) acre, Fee Simple, on Rocky River, Medina County, Ohio, being a part of the famous "Oil Spring Lot," and but four rods from the Well producing Lubricating Oil—a Well bored for salt many years ago.

No. 5.—Twenty (20) acres, Fee Simple, on Rocky River, adjoining the farm on which is the above described Oil Well, and on the outskirts of the village of Liverpool. Oil Geologists, who recently prospected here, fixed the place where a large flow of Oil should be obtained directly on this tract, at a point where a ravine makes into the river.

There is on this property a fine large house, good barn and outhouses, which will be valuable in the operations of the Company. A Derrick is up on this Lot, and a well is being bored by hand power, to the depth of two hundred feet, while an Engine is being got on to the ground.

No. 6.—One hundred and fifty-five (155) acres in the Federal Creek, Athens County, Ohio Oil country, in the immediate neighborhood of the Joy Farm One Hundred Barrel Well, struck recently, and surrounded by many good producing Wells. This territory promises to be fully equal to the best in Pennsylvania. A great many Wells are now producing largely in this section, and hundreds going down. No failures are reported anywhere in this region. It is just opposite the great Oil Fields of the Kanawha, and is laid down by our most eminent Geologists as in the very centre of the Oil Basin.

Since this property was obtained, owing to developments adjoining it, the value has been increased to an extent to make it alone ample property for the basis of a large Company. Lease fifteen (15) years, with four-fifths of all Oil.

No. 7.—One (1) acre, with Hotel, Barn, and Outhouses, being the Tavern Stand at Grafton, Ohio, Fee Simple. On this Lot is an old Well, strongly impregnated with Oil, and the show of Oil here is regarded as superior. This property is also highly valuable as Hotel property.

No. 8.—Three hundred (300) acres, near the above property. Derrick up and Well going down on this farm, with all indications of Oil. Lease twenty years, with three-fourths of all Oil.

No. 9.—Ninety-seven (97) acres, on Black River, Grafton, Ohio, two miles from the above farm. Lease twenty-nine years, five-sixths of all Oil.

No. 10.—Eighty-four (84) acres, Grafton, adjoining the "Rising Well Farm," on which is a fine Well of Lubricating Oil, now pumping, and several going down. Lease twenty nine years, five-sixths all Oil.

This Grafton property, though quite undeveloped, is fast becoming very popular. Several Wells are now going down in the Township, and active preparations are making for many more. One or two Wells are now pumping with good success, and several that are down but one or two hundred feet, have a fine show of Oil. This is heavy Lubricating Oil.

Nearly the entire 65½ acres of land owned by this Company is bottom land, and every foot of it is bottom, giving ample room for more than 1,500 Wells.

The tracts lie in four different localities, and none of them in mythical or unknown regions, where perhaps there is not a Well being bored within fifty miles, and where, if Oil should be found, the means of transportation would be absolutely wanting, thus rendering the product valueless. These lands are all in easy reach of Railroads. A feature, the advantages of which will readily appear, is, that all these lands are surrounded by active development, numbers of Wells going down in the immediate vicinity of each tract, so that should Oil be found, this property is enhanced in value though the Company should not at once commence operations themselves on all the Lots.

ORGANIZATION AND PROGRESS OF THE COMPANY.

This Company has been organized on a different plan from most Petroleum Companies now in operation, the advantages of which will be apparent to every one.

The property of this Company was purchased by an Association of forty-five gentlemen, and was selected after careful examination by two of their number sent out for the especial purpose. With the money for the purchase of the lands was raised \$15,000 working capital, and placed in the hands of the Trustees. This enabled the Association to at once commence operations, instead of waiting for the sale of the stock to produce working capital, as is usual. Three Wells are now in progress of sinking on the Cherry Run property.

With good success, sixty days will suffice to complete these Wells, and that they will be highly productive, no one familiar with Oil Territory can doubt, as there has never been a failure on Cherry Run, and within a few rods of this property are some very fine Wells. The famous Coquette (800 bbls.), Jersey (400 bbls.), Maple Shade (200 bbls.) and Sherman Wells (200 bbls.), are immediately across on Oil Creek. The renowned Reed Well, which flows 300 barrels daily, is less than one mile below on Cherry Run, and a new 200 barrel Well is between the Reed Well and these Lots. These Lots are in what is recognized by all men as the finest Oil Basin yet discovered, and immediately between the Reed Well on the one side and the Coquette, Jersey, etc., on the other side, the largest Oil Wells in the world, and in this distance there has never been a well put down that was not a paying well. Farther on in this same line is the famous Pitt Hole Well of the United States Petroleum Company.

Three Wells are also going down on the Ohio property. One on the "Oil Spring Lot," one on the Goodrich Farm, 20 acres, Liverpool, and one on the Brown Farm, Grafton.

Oil is found here generally at a depth of less than 200 feet, and to this depth Wells are sunk by hand-power.

These Wells are being vigorously pushed.

To facilitate the business of developing these lands, the gentlemen purchasing them have formed a Stock Company, with a very limited capital, considering the great value of their lands, and have taken among themselves all the Stock except 28,000 Shares, set apart as additional working capital. These 28,000 shares are now offered to the public.

The Stock is all full paid, and will not be liable to any assessments. No Stockholder assumes any personal liability.

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Hon. ELIJAH F. PURDY, Supervisor,
Hon. WILLIAM M. TWEED, Supervisor,
Hon. WM. R. STEWART, Supervisor.

On motion of Supervisor William M. Tweed, it was unanimously

Resolved, That the County pay for a One Year Recruit Three Hundred (\$300) Dollars Bounty and Fifty (\$50) Dollars Hand-Money.

For a Two Year Recruit, Four Hundred (\$400) Dollars Bounty and Seventy-five (\$75) Dollars Hand-Money.

For a Three Year Recruit, Six Hundred (\$600) Dollars Bounty and One Hundred (\$100) Dollars Hand-Money.

BOUNTIES.

FOR THREE YEAR RECRUITS.

County.....\$600
Government.....300

Total.....\$900

FOR TWO YEAR RECRUITS.

County.....\$400
Government.....200

Total.....\$600

FOR ONE YEAR RECRUITS.

County.....\$300
Government.....100

Total.....\$400

The Bounty to be paid to the Recruit in his own hand, as provided in section five (5) of the State Law relating to Bounties (viz: Assembly Bill No. 115 of 1865), and the Hand-Money to be paid to the person who may present the Recruit.

By order of the Committee,

CORNELIUS CORSON, Clerk.

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For \$2.75 a No. 4 Pen; for \$3.25 a No. 5 Pen; for \$4.00 a No. 6 Pen; for \$4.75 a No. 7 Pen. For \$5.00 a No. 8 Pen; for \$5.75 a No. 9 Pen; and for \$6.00 a No. 10 Pen.

The "1st Quality" are pointed with the very best Iridescent Points, carefully selected, and none of this quality are sold with the slightest imperfection which will be detected.

The "2d Quality" are superior to any Pens made by him previous to the year 1860.

The "3d Quality" he intends shall equal in respect to Durability, Elasticity, and Good Writing Qualities (the only true considerations) any Gold Pens made elsewhere.

In regard to the Cheap Gold Pens, he begs leave to say that previous to operating his New and Patented Machines, he could not have made as Good Writing and Durable Pens, for the Price, had the Gold been furnished gratuitously.

Parties ordering must in all instances specify the "Name" or the "Number" and "Quality" of the Pens wanted, and be particular to describe the kind they prefer—whether stiff or limber, coarse or fine.

All remittances sent by mail in registered letters are at my risk, and to all who send twenty cents (charge for registering) in addition to the price of goods ordered, I will guarantee their safe delivery.

Parties sending Gold or Silver will be allowed the full premium on the day received.

TO CLUBS.—A discount of 10 per cent. will be allowed on sums of \$12, of 15 per cent. on \$24, and of 20 per cent. on \$40, if sent to one address at one time.

Address A. MORTON,
No. 25 Maiden Lane, New York.**L. BROWN & CO.,
Late SONES, BROWN & CO.,
BANKERS,
Collectors of
MILITARY AND NAVAL CLAIMS,
No. 2 PARK PLACE, Broadway, Bank Building,
NEW YORK.**Correspondents in Washington,
J. W. FISHER & CO., 478 14th-st.

Careful attention given to collecting all just claims of Officers and Soldiers, and liberal advances made if desired. We Cash and Collect Quartermasters' and Ordnance Vouchers, Certificates of Indebtedness, and Treasury Certificates issued from the 2d Auditor's Office.

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Of all descriptions.

CERTIFICATES OF NON-DEBTEDNESS obtained for MUSTERED-OUT and DISCHARGED OFFICERS.

The undersigned respectfully submit the peculiar advantages they possess from long-continued service in the Army, and perfect familiarity with the various Departments; and with an established office both in New York and Washington, are prepared to transact business with greater dispatch and at more reasonable rates than any other firm of Claim Agents. Satisfactory references given.

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151 Broadway, New York, N. Y.,
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MEERSCHAUM
Manufacturers.**692 Broadway, near 4th street,
New York.All goods stamped with our name
and warranted genuine. Pipes cut
to order, repaired, boiled and mounted.**BARNUM'S AMERICAN MUSEUM.****THE MOST POWERFUL ATTRACTION YET OFFERED.**

An engagement for a limited period has been effected with the celebrated American Tragedian, Mr. J. B. STUDLEY,

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SERIES OF LEGITIMATE DRAMA,
Commencing Monday, March 22,Afternoon and Evening,
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WILLIAM TELL,

supported by the talented Dramatic Company.

Previous to play.

THREE LEGGED WONDER BY TONY DENIER.

Morning at 11.

POSITIVELY THE LAST WEEK.**SPIRITUALISM EXPOSED BY DR. VON VRECK,**

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FAT WOMAN, GIANT BOY, GIANTESS,

WOODROFFE'S BOHEMIAN GLASS BLOWERS.

TWO GLASS STEAM ENGINES IN MOTION.

50 LIFE-LIKE MOVING WAX FIGURES.

Circassian Girl, Dwarf, Albino Boy, Living Otters,

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Admission, 20 cents; children under ten, 15 cents.

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Successfully and promptly prosecute and collect all claims for NAVAL PRIZE MONEY, PENSIONS, ARREAS OF PAY, BOUNTIES, and every other class of claims against the United States.

All moneys remitted to the claimant on day of collection, unless otherwise ordered.

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References:—Hon. Edward Bates, (late Attorney General); Gov. Thos. C. Fletcher; the honorable judges of the several courts, and all reliable law and business firms in St. Louis.

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SASHES and all other MILITARY TRIM-
MING.** No. 4 Cortlandt-st., New York.
N. B.—The quality of my Sashes is equal to the
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and host of other distinguished persons. The
painting and engraving**NOW ON FREE EXHIBITION**at the Gallery of the National Art Association, Nos. 561
and 563 Broadway. Copies of engraving and descriptive
circulars on application. Responsible agents
desired in all parts of the United States.**BOUNTY, Collected and purchased
by VAN BUREN & LUCKEY
Bankers,**PENSIONS,
No. 245 Broadway, N. Y.

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can have all their business attended to through our
house with promptness. Refer by permission to

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Soldiers and Marines furnished by appointment of
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CAPITAL, MAY 1, 1864, OVER \$2,000,000.

DISTRIBUTION OF SURPLUS, Dec. 1, 1863, \$750,000.

Applications will be received for ordinary risks to
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Pamphlets and reports will be forwarded upon ap-

plication to the Secretary, at the home office, or to

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BENJ. F. STEVENS, Vice President.

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OF NEW YORK.

FREDERICK S. WINSTON, President.

OFFICE, Nos. 144 and 146 BROADWAY, corner

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NET INCREASE IN CASH ASSETS LAST

YEAR,

\$1,770,149 87.

Assets, Feb. 1, 1865,

\$12,235,407 86.

Premiums received dur-

ing the year.....\$1,904,581 68

Interest received during

the year 1864.....945,281 84—\$2,849,866 50

Invested in United States

Stocks.....4,916,921 25

Bonds and Mortgage and

Real Estate.....5,827,991 12

Cash on Hand and in

Bank.....1,023,524 25

Due from Agents.....31,978 05

Interest accrued not due,
deferred premiums, &c. 425,993 18—\$12,235,407 86This Company offers peculiar advantages to those
wishing to insure, as will be seen in circulars to be
had on application, by letter or otherwise, to the
Head Office, or to the Company's Agents.

ALL THE POLICIES OF THIS COMPANY PARTICIPATE

IN THE SURPLUS PREMIUMS WHICH HAVE EXCEEDED

THOSE OF ANY OTHER COMPANY. Life, Endowment

Assurance, and Survivorship Annuity Policies are

issued on favorable terms.

The rates of premium are LOWER than those of
most companies.Particular attention is called to the table of rates
by ten annual instalments, recently adopted by this
Company for Endowments payable at death or on
attaining specified ages, which present UN-

EQUALLED ATTRACTIONS EITHER AS

AN INVESTMENT OR AS A PROVISION IN

CASE OF PREMATURE DEATH.

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Counsel, WM. BETTS, LL.D., & Hon. LUCIUS ROBINSON.

Attorney, RICHARD A. McCURDY.

Applications and communications from persons

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THE ARMY AND NAVY PASTE BLACKING, made by B. F. Brown & Co., Boston, gives universal satisfaction. For sale throughout the Union.

[Advertisement.]

Do not waste your money buying any of the numerous worthless articles called GOLD PENS which have flooded the market for the last few years; when at lower prices you can get pens which are acknowledged to be the *BEST IN THE WORLD*.

See in another column: "The Pen is Mightier than the Sword."

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ARM MANUFACTURING COMPANY,
BALTIMORE,
MERRILL'S PATENT BREACH LOADING CARBINES AND
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Pronounced by the best authority
to be the
MOST EFFECTIVE WEAPONS
of the kind.

For further particulars send for Descriptive Pamphlet, which will be mailed FREE.

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In addition to our main business of PHOTOGRAPHIC MATERIALS, we are Headquarters for the following, viz.: STEREOSCOPES & STEREOSCOPIC VIEWS, Of these we have an immense assortment, including War Scenes American and Foreign Cities and Landscapes, Groups, Statuary, etc., etc. Also, Revolving Stereoscopes, for public or private exhibition. Our Catalogues will be sent to any address on receipt of stamp.

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We were the first to introduce these into the United States, and we manufacture immense quantities in great variety, ranging in price from 50 cents to \$100 each. Our ALBUMS have the reputation of being superior in beauty and durability to any others. They will be sent by mail, FREE, on receipt of price.

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Our Catalogues now characterize FIVE THOUSAND different subjects in which nothing is continually being made) of Portraits of Eminent Americans, etc., viz.: about 100 Major-Generals, 100 Lieutenant-Colonels, 550 Colonels, 900 Brig.-Generals, 950 Other Officers, 150 Divisions, 75 Colonels, 75 Navy Officers, 150 Authors, 125 Stage-Names, 150 Prominent Women, 40 Artists, 1000 Copies of Works of Art,

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Photographers and others ordering C. O. D., will please remit twenty-five per cent. of the amount with their order.

The prices and quality of our goods cannot fail to satisfy

SOLDIERS' POCKET ALBUMS, for 18 pictures, 75 cts.

A PERSON OF NEARLY FOUR years' experience as Paymaster's Clerk in the U. S. Navy, desires a situation in that capacity. Address E. V., Box 273, Brooklyn P. O.

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TIFFANY & CO.,
550 AND 552 BROADWAY, NEW YORK,
OLE AGENTS FOR NEW YORK AND THE
EASTERN STATES,

By a recent arrangement with Mr. DERINGER, the subscribers have undertaken the exclusive agency, for New York and New England, of the well-known pocket arm of which he is the inventor and only manufacturer. They propose keeping constantly in store a full assortment, comprising all sizes and finishes of this unique pistol, and will be at all times able to fill Trade Orders with promptness, at manufacturers' prices. The arrangement has become necessary on the part of Mr. Deringer, in order to protect the public from spurious articles assuming to be his wares, and that purchaser only, wholesale or retail will be safe who appreciates this fact.

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THE OFFICE of the Protective Association and Bureau of Employment for discharged Soldiers and Sailors is at 35 Chambers-st., New York.

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STONINGTON STEAMBOAT LINE,
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THE OLDEST, QUICKEST, SAFEST AND
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AVOIDING "POINT JUDITH."

The magnificent steamer

COMMONWEALTH.

ON TUESDAYS, THURSDAYS AND SATURDAYS.

The elegant steamer

PLYMOUTH ROCK.

ON MONDAYS, WEDNESDAYS AND FRIDAYS, AT 5 O'CLOCK, P. M.

These boats start from Pier No. 18 North River (foot of Cortlandt-st.,) and are acknowledged by all experienced travellers to be among the largest, strongest, most comfortable and best that have ever run in American waters. At all seasons and in all weather, these boats invariably make the passage on time. Sumptuous suppers and luxuriously furnished state-rooms are marked features of the "floating palaces."

Berths and state-rooms may be secured at Harden's Express Office, No. 74 Broadway, and at No. 115 West-st., New York, and at No. 76 Washington-st., Boston. M. R. SIMONS, Agent, Merchants' Navigation and Transportation Co.

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(No. 239 PENNSYLVANIA AVENUE),

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Wholesale dealers in WINES, LIQUORS, GROCERIES, &c., &c., of the finest quality. Always on hand a large and well selected stock of SUTLER'S and OFFICER'S MESS STORES, which we offer for sale at very low prices.

Sutlers should call and examine for themselves.

W. PAYNE, Printer of the ARMY AND NAVY JOURNAL, is prepared to execute every description of PRINTING, in the best style of the art. Office, 37 Park Row, Room 40, Fifth story.

GILT-EDGE VISITING CARDS—Something very elegant—at GIMBREDE'S, Broadway. Chip Cards, Monograms, &c.

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SAFEST AND CHEAPEST SYSTEM OF INSURANCE.

4TH CONSECUTIVE SCRIP DIVIDEND OF 60 PER CENT.

WASHINGTON INSURANCE CO.

172 BROADWAY, cor. MAIDEN LANE.
NEW YORK, February 2, 1865.

CASH CAPITAL.....\$400,000

CAPITAL & SURPLUS, Feb. 1, 1865.. 660,000

A DIVIDEND OF (10) TEN PER CENT. is this day declared, payable on demand, in Cash, to Stockholders.

Also, an Interest Dividend of (6) SIX PER CENT. on outstanding Scrip, payable 15th March, in Cash

ALSO,

A Scrip Dividend of (60) SIXTY PER CENT. on the Earned Premiums of Policies entitled to Participate in the Profits for the year ending 31st January, 1865, being the Fourth Consecutive Scrip Dividend of SIXTY PER CENT. declared by this Company since its adoption of the Participating System. The Scrip will be ready for delivery on and after 15th March prox.

GEO. C. SATTERLEE, President.

HENRY WESTON Vice-President.

WM. K. LOTHROP, Secretary.

WM. A. SCOTT, Assistant Secretary.

THE CENTRAL NATIONAL BANK
OF THE CITY OF NEW YORK

CORNER BROADWAY AND PEARL-ST.
CAPITAL, \$2,000,000, WITH LIBERTY TO IN-
CREASE TO \$10,000,000.

By a vote of the directors of this bank, it is decided to increase the capital, on the 1st May next, to \$4,000,000, giving the present stockholders the option of the same number of shares they now hold additional.

The books will be open for subscription on the 27th instant, and remain open till the 15th April, after which time the shares remaining will be awarded to new applicants for the stock. Ten per cent. will be required on subscription, and the balance on the 1st May. Six per cent. per annum will be allowed on all sums paid before May 1.

We expect to remove next month to new and spacious premises, on the opposite corner of Broadway and Pearl street from where we are.

HENRY A. SMYTHE, President.

WM. H. FOSTER, Cashier.

WM. H. SANFORD, Assistant Cashier.

NEW YORK, March 8, 1865.

[Transcript from Ledger.]

Loans and Discounts.....	\$10,615,900 17
True from Banks.....	710,918 80
U. S. Securities.....	1,800,890 51
Cash on hand.....	5,439,815 61
U. S. Taxes paid.....	24,410 77
Expenses.....	28,614 82
Total.....	\$18,620,550 18
Capital Stock.....	\$2,000,000 00
Circumstance.....	795,000 00
Deposits.....	14,747,341 46
Due to Treasurer of U. S.	790,165 85
Dividends unpaid.....	380 00
Profits*.....	287,672 87
Total.....	\$18,620,550 18

* To the item of profits may be added the sum of \$6,900 for interest accrued on 5 per cent. legal notes, demand loans, &c. &c.

NEW AND HANDSOME FAIRY ALBUMS.—The neatest little articles of the day. Prices: To hold 20 pictures, \$1 00; 40 pictures, \$1 25; 80 pictures, \$1 50. Trade supplied. GROUP PICTURES—100 Union, 50 Rebel Generals, 100 Actresses, 100 Actors. 25 cents each group. W. C. WEMYSS, 575 Broadway, New York.

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BOOT MAKER.

2 CORLEND ST., NEAR BROADWAY.

FINE DRESS BOOTS and SHOES, Military Boots and Shoes of every style, of the best quality at reasonable prices.

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Manufacturers and Importers

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MILITARY GOODS.

Offer to the trade and military public generally a full stock of

FOREIGN AND AMERICAN SWORDS,
GOLD AND GILT

PASSANTS, EMBROIDERIES, LACES, CORDS

SWORD KNOTS, &c., &c.,

Belts, Sashes, Gimbrels, Gimbrel Glasses,

Hats, Plumes, Revolvers, Revolver Glasses,

Cap, Chevrons, Money Belts, Dram Flasks,

Gloves, Metallic Straps and Ornaments,

PRESENTATION SWORDS, Haversacks, Dispatch and Travelling Bags.

FOR SALE—116 acres of Oil Land, situated in the famous Oil region of Duck Creek, Noble county, Ohio. For further information address ROBERT DAVISON,

First Lieutenant Co. I, 62d Ohio Vols.,

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Agents wanted in every Regiment. Send for wholesale illustrated circulars.

AT GIMBREDE'S, 588 and 872 Broadway, the box of Note Paper, ready im-

pled, only \$2 25—by mail \$2 50—(all letters, A to Z.)

CAUTION FROM THE AMERICAN WATCH COMPANY.

It having come to our knowledge that imitations of the American Watch have been put upon the market in great numbers, calculated, by their utter worthlessness, to injure the reputation of our genuine products, to protect our own interests and the public from impositions, we again publish the trade marks by which our Watches may invariably be known.

We manufacture four styles of Watches: The first has the name

"AMERICAN WATCH CO., Waltham, Mass., engraved on the inside plate.

The second has the name

"APPLETON, TRACY & CO., Waltham, Mass., engraved on the inside plate.

The third has the name

"P. S. BARTLETT, Waltham, Mass., engraved on the inside plate.

All the above styles have the name American Watch Co. painted on the dial, and are warranted in every respect.

The fourth has the name

"W. M. ELLERY, Boston, Mass., engraved on the inside plate, and is not named on the dial.

All the above described watches are made of various sizes, and are sold in gold or silver cases, as may be required.

It is hardly possible for us to accurately describe the numerous imitations to which we have alluded. They are usually inscribed with names so nearly approaching our own as to escape the observation of the unaccustomed buyer. Some are represented as made by the "Union Watch Co., of Boston, Mass."—no such company existing. Some are named the "Soldier's Watch," to be sold as our Fourth or Wm. Ellery style, usually known as the "Soldier's Watch;" others are named the "Appleton Watch Co.," others the "P. S. Bartlett," instead of our P. S. Bartlett; besides many varieties named in such a manner as to convey the idea that they are the veritable productions of the American Watch Company.

We also caution the public, and particularly soldiers, against buying certain articles called watches, so freely advertised in illustrated papers as "Army Watches," "Officers' Watches," "Magic Time Observers," "Arcana Watches," &c., the prices of which are stated to be from seven to sixteen dollars. A good watch, in these times, cannot be afforded for any such money.

A little attention on the part of buyers will protect them from gross imposition.

ROBINS & APPLETON,
Agents for the American Watch Co.,
182 Broadway, New York.

PETROLEUM.

PACIFIC COAST

PETROLEUM COMP'Y,

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CAPITAL STOCK \$5,000,000.

SHARES \$100 EACH.

Working Capital \$800,000 in Stock,
and \$100,000 in Cash.

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LEWIS BENTON, Counsellor-at-Law, New York.

W. M. F. HALL, of Northrup, Hall & Co., No. 112 Broadway, New York.

THOMAS A. SCOTT, Vice-President Pennsylvania Central R. R. Co., Philadelphia, Pa.

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The property of this Company consists of a perpetual lease of 75,000 acres of oil territory in San Luis Obispo County, California, with a frontage of ten miles on the Pacific Coast, and from the reports of Prof. Silliman, Colonel Williamson, and others, it contains the richest oil springs, wells, and territory yet discovered.

A prospective, Reports, and a limited amount of Stock at \$20 per share, can be had by applying personally or by letter to

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GOLD PENS AND CASES!

On the receipt of \$1 50 I will send a Solid Silver Badge (pure coin), appropriate for either Corps or Division in the Army, or a Cavalry, Artillery, Engineer or Pontooneer's Badge, with your Name, Regiment and Company handsomely engraved thereon. And for \$2 I will send a Solid Gold Enamelled Masonic Pin. And for \$1 50 I will send a Fine Gold Pen (warranted) with Extension Case and Pencil.

Agents wanted in every Regiment. Send for whole-

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THE NEW YORK AND LIVERPOOL PETROLEUM COMPANY,

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